NOVEMBER 3 through NOVEMBER 10, 1966 VOLUME III NUMBER 43

CYCLE NEWS

15¢

"Weekly Voice of Motorcycling"

98cc's TO THE END OF BAJA CALIFORNIA — STORY BEGINS ON PAGE 5

T-J To La Paz Via Trail Bike!

Suzuki's "Heavenly Angels" are: (Left to Right) Nancy Louise Jones (Sherman Oaks); Victoria James (Beverly Hills); Joyce Loper (Tarzana); Donna Woolman (Downey); Linda Booth (Los Angeles), and Patricia Graham (Hollywood). Their instructor is the former police motorcycle training officer, Wallace W. Dixon.

SUZUKI HEAVENLY ANGELS MAKE DEBUT

U.S. Suzuki Motor Corporation unveiled a new answer to propogating sportcycling and getting the all-important safety story out to the fast-growing two-wheeled public.

The new "instant safety" is candy-coated by six lovely sportcycle riders aptly called "Suzuki Heavenly Angels". Dressed in pure white vinyl riding costumes, with boots of white and a Safari-type Buco safety helmet, and mounted on just-as-white Suzuki Model K-10-P sportcycles, the "safety ambassadors" are about ready to go out into the world and teach good riding techniques and offer safety tips.

The "Heavenly Angels", who will be made available, without charge, to schools, colleges, government agencies, civic organizations and public service groups, for both demonstration riding and safety talks, made their debut at the "Two-Wheel Progress" dedication festivities of the new U.S. Suzuki Motor Corporation's national headquarters in Santa Fe Springs, Calif., on October 26.

The eight finalists, now in training, were selected from some 60 applicants. Their instruction, which will be comparable to that received by motorcycle police officers, is being given by former police training officer, Wallace W. Dixon of Burbank, Calif. Dixon, who has taught hundreds of officers to ride, estimates it will take some 80 hours to bring the Heavenly Angels up to perfection. In addition to regular riding, the Angels will also be taught exhibition and formation riding, along with a complete knowledge on the mechanical operations of the lightweight motorcycle.

The basic safety costume of white vinyl will be augmented later with special western riding outfits, and even a space-age designed ensemble, also in vinyl.

The members of the group are all either homemakers or are employed full time, and accomplished their training in their free time. The girls are paid for their public appearances.

Three of the Heavenly Angels are married and have children, while five are single and have jobs ranging from executive secretary to schoolteacher. All are from Southern California. The youngest "Heavenly Angel" is 19 and the oldest is 29. The tallest is 5'-9" and the littlest, 5'-5½".

WHO OWNS THE AMA?

By Chuck Clayton

At the Green Meadows, a sprawling, ranchlike motel on the outskirts of Columbus, Ohio the AMA competition Committee met last weekend. In the air was a smell of change that autumn alone could not explain. Since 1960 the motorcycle sport has quintupled in size, while the AMA's share of it has not kept pace. In 1959 when there were half a million motorcycles registered in the U.S., AMA membership stood at 70,000.

(Continued on page 13)

SECOND CLASS DATED MATERIAL

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SATURDAY, NOV. 5th.

20 LAP STATE CHAMPIONSHIP GRAND PRIX TT STEEPLECHASE Winner will be California State Champion for 1966. Ascot Park, 183rd and Vermont, Gardena, Calif. AMA Class C event, first race at 8:00 pm.

INDOOR SPORTSMAN RACES - Sponsored by Everett, (Washington M.C. at Gold Creek. Indoor track near Everett. Every Saturday nite except Dec. 24 & 31.

SAT. & SUN., NOV. 5 & 6

INTERNATIONAL M/C SPEED TRIALS – At new Laguna Salada course. Contact Bill Martin at 1329 Hollywood Way, Burbank, Cal. (213) 848-4375 for entry and info. Course is18 miles west of Mexicali on Mexico Hwy. 2. Mail entries, close Oct. 29, 1966. Speed runs sunrise to sunset. 50cc to 3000cc per AMA rules.

SUNDAY, NOVEMBER 6th

HILL CLIMB – Presented by Explorer post 305 and Oakhurst Hillbilly M.C. Slant-shooting in all AMA classes. Trophies for all classes. Entry and spectator fee both $1. Kids under 12 free. Signup 9 a.m., practice 10 a.m. First go 1 p.m. Location: Milt Allen's Ranch on Hwy. 41, five miles North of Oakhurst, Calif.

DRAG RACES - At the airport near Romona, Calif. Every Sunday. Motorcycle classes and competition.

HORSE VERSUS BIKE RACE – Horse named Jeff, motorcycle named Triumph. Betting permitted (even encouraged). Race will be marked off at 50, 75, 100 and 150 yards. Location: near Las Vegas, Nevada, "Up toward Sunrise Mtn. on top of pole line road." Time: 1 p.m. (or thereabouts). Barbecue at Pink Horse Bar following (it could be Jeff).

HARE SCRAMBLES–at Ponderosa Ranch presented by Jack Ross. Three 10-mile loops. Start 10 a.m. rain or shine. 15 miles E. of Lancaster on Ave. J. Trophies to 40% of entry. Trail bike novice trophies to 50% of entry. Presentation at 3 p.m. Entry fee $3. No cards needed. Overnight camping. Call (805) 942-0838 for information.

EUROPEAN SCRAMBLES–1st Annual "Brush-Bash" by Lions M.C. of San Diego, co-sponsored by Sage-Hoppers of Encinitas. AMA Event, at Encinitas. Limed from Interstate #5 (P.C. Hiway #101) and San Marcos Rd. at Encinitas. Lunchwagon, heads and ambulance. Practice 9:30am, first race 11am. Entrance fee $3.00, no admittance chg. For info., call Bob Gooding, (714) 735-2907.

GRAND PRIX ROAD RACE - 3rd annual ACA U.S.G.P. at Willow Springs Raceway. Professional event, $1,000 guar. or 40% of gate. Classes: 50, 100, 125, 175, 250, 350, 500, Open & Sidecar. Trophies in all prod. classes. Inq. Box 247, Fullerton, Calif. or phone (714) 847-7629. Post entries after Oct. 31, $25.00.

WASHINGTON STATE CHAMPIONSHIP COWBELL ENDURO – Mt. Baker M.C. at Bellingham. Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

HARE SCRAMBLES–Pacific Coast Championship by Polka Dots M.C. at Willeysville, Calif.

HARE AND HOUND–Cascade M.C. of Bend, Oregon. Start at 9:00 a.m. rain or shine. Follow the markers from the intersection of Highways 97 & 20 (3rd and Greenwood) in Bend. Entry fee: $2.00. For entries and information contact Cascade M.C. 136 Greenwood Ave., Bend, Oregon.

JACKASS ENDURO – by the Foothill Hawks M.C., 8am. Start Noon, check & finish at Red Mountain. Limed from Red Mountain. Ride the trails of single blanket Jackass prospectors, an adventurous run thru the historic Rand Mountains and Summit Diggin's. An unforgettable classic for those who have ridden past events. License and muffler req. by Dist. #37. Approx. 100 mi. All classes. Point run. Club teams. One loop for 100cc class. Unique frying pan pins for all entries. Fee: $3.00 (mail) $4.00 (post). Mail entries must be postmarked before midnite, Oct. 22nd., to 7813 So. Blackford, Whittier, Calif. You don't have to belong to ANYTHING to ride this event. Please be our guest!

MONDAY, NOV. 7th.

RRC CALENDAR NIGHT – at Prudential Savings & Loan bldg. in Alhambra. 8 p.m. til ???

FRIDAY, NOV. 11th.

CLASS C ½ MILE FLAT TRACK–weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, NOVEMBER 12

ACA AWARDS BANQUET–Members and guests cordially invited. Cocktails 7 to 8 p.m. Dinner promptly at 8. Awards and dancing following dinner. Location: Coda's Restaurant, Buena Park. Call ACA Office, P.O. Box 247, Fullerton, Calif. or phone (714) 847-7629.

SPORTSMAN TT - At Ventura Fairgrounds in Ventura, Calif. Pit gates open 10 a.m., practice 11 a.m., first event at noon. Trophies for all classes. 250cc limit.

AFM AWARDS BANQUET at Giovanni's Restaurant in Cotati, Cal. Reservations close Oct. 31. Notify AFM % M.A. Butte, 5940 California St., San Francisco 94121 If you want to meet the racers or claim your glory.

SUNDAY, NOV. 13th.

RAMS RUN H 'n' H–17th Annual go-round for the Rams M.C. in the dez. Limed from Hi Vista Cafe in Hi Vista. Starts rain or shine at 10 a.m. Sidehack class. Dist. 37 Championship and points. Entry fee $4.

CROSS COUNTRY BRUSH ENDURO–Lucky Spokes M.C., Rt. 1, Box 010, Brush Prairie, Wash. 98606.

COWBELL DERBY ENDURO – By Hayward M.C. 20th Annual running. Course approx.125 miles. Location: North end of Clear Lake in Lake County, on Hwy. 20. Twenty miles east of Ukiah on U.S. 101, 60 miles. Approved spark arresters required. Phone 538-7530. Entries close Nov. 10. Fee $3. Team fee, another $3.

TT SCRAMBLES–opening at Eastside Cycle Park, Tucson, Arizona. To be scheduled the 2nd Sunday of every month until Spring. ½ mile, graded & oiled with 3 jumps. Take Hiway 80 East to Wilmot, turn left. Landing field, overnight camping, refreshments and all facilities.

SUNDAY, NOV. 13th

POKER RUN – by Coloramas M.C. RRC point run. Start San Fernando Valley H-D store, 16113 Sherman Way, Van Nuys, Free C&D. Post entry $1.50. Starting time 8 to 10 a.m. No bike judging, but goodies and prizes galore!

G.P. & PRODUCTION ROAD RACES - Cotati Raceway (take Sebastopol Guerneville turnoff from U.S. 101) Races noon to 5 p. m. for rider info contact H.I. Finger, 637 Gough St., San Francisco, Phone 567–3389.

PROFESSIONAL TT - Ventura Fairgrounds. Pit gates open 10, practice 11, first event noon. $600 guaranteed purse. ACA sanct.

HARE SCRAMBLES – 8th Annual Visalia Ramblers cross country event, limed from Kettleman City, Dist. 36-A points. Approx. 70 miles of good smooth desert (with cliffs), 6 bikes make a class, rain or shine, dead-engine banner start. AMA sanctioned Bob Downey Memorial run, starts 12:00 noon, entry $2.00, spark arrestors suggested. Refreshments available.

RELAY SCRAMBLES–Hi Jinx 125-mile relay at Calico Dry Lake bed, just outside of Barstow. Two men, two bikes per team, total maximum 200cc. Optional: two men, one bike per team, total maximum 125cc. Maximum of any bike 125cc. Dual trophies for winning team, $3.00 entry fee per rider.

SATURDAY, NOV. 19th.

INDOOR RACES–By Trojan Enterprises at Long Beach Arena, Ocean & Pine in L.B. AMA sanct. Practice from 9 a.m. No license required for practice. Races start 7 p.m.

NOVEMBER 19th & 20th.

8th ANNUAL DIRT DIGGERS GRAND PRIX–1st INTERNATIONAL CHAMPIONSHIP MOTO CROSS AND SCRAMBLES...at Simi Ranch, (Hopetown), formerly Corriganville, 6543 Los Angeles Ave., Santa Susana, Calif. Nov. 19th – Ltwt. 250cc and under, trophies for Novice, Amateur, Expert, Sportsman Exp. and Pro and Internatl. Events. $1000. purse. Nov. 20th – Hywt. 260cc and over, trophies for Novice, Amateur, Exp., Sidehacks and Pro. and Internat'l Events. $1000. purse. All riders, regardless of affiliation are invited to participate. Mail $7.00 entry to Dirtdiggers M.C., P.O. Bx 1513, Culver City, Calif. before midnite Oct. 29. Start position determined by postmark. Enclose 2 self-addressed envelopes. (Post entries will be $100.) Foreign & out-of-state riders write for details, we assign riding #'s. Requirements: 3 number plates, folding foot pegs, optional traction, rider & mach. free. Spectators $1.50.

SUNDAY, NOV. 20th

TT SCRAMBLES–Hayward M.C. at Hayward Speedway, just off Nimitz Fwy near Hayward, Calif. Practice at 6, racing at 8 p.m.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

SUNDAY, NOV. 20th

TURKEY HARE & HOUND - So. Cal. M.C.'s 20th Annual desert bash. Limed from Wagon Wheel restaurant, 20 miles north of Mojave. AMA sact., Dist 37 points. Starts 10 a.m., Trail bikes 15 min. later. After race first four heavyweights, lightweight and trail bike winners to scramble for 4 live turkeys. Entry fee $3. Ambulance 25 cents.

TURKEY RUN - Tandems M.C. sign in and start from Honda of Gardena, 15515 S. Western Ave., Gardena. Sign in from 8:00-8:30 a.m., $2.00 entry fee. Turkeys, souvenirs and assorted goodies. For info call DA 4–7043 or 754–5991.

SUNDAY, NOV. 27th.

MUD SCRAMBLES – Olympic Peninsula M.C., P.O. Box 723, Pt. Angeles, Wash. 98362.

SUNDAY DEC. 4th

HARE SCRAMBLES - Cycliers of Bakersfield promise lotsa trophies for this one. Limed from Bakersfield Speedway. Entry fee $2. Race starts 10 a.m. Six scooters made a scene. For info call Bruce Masterson, 399–1423 in Bakersfield.

SUNDAY, DECEMBER 11th.

TT SCRAMBLES–Hayward M.C. at Hayward Speedway, just off Nimitz Fwy near Hayward, Calif. Practice at 6, racing at 8 p.m.

TT SCRAMBLES – At Mesa Speedway by the Oilers M.C. of San Diego. Practice 9 a.m., race at 11. Club completion trophy, jump contest, LAST TT of the year. Don't miss it.

DECEMBER 15 to 18th.

INTERNATIONAL SPORT CYCLE EXPOSITION–at Brooks Hall, San Francisco. All new models and special interest bikes on display. Business office: 180 El Camino Real, Millbrae, Calif. (415) 692-2981 John Renesch.

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

Weekly

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK–Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

EVERY SATURDAY NIGHT

NIGHT TT SCRAMBLES at Elsinore Race Track. All classes and many trophies. Two ambulances. Practice starts at 6 p.m. Near city of Elsinore, Calif.

SATURDAYS

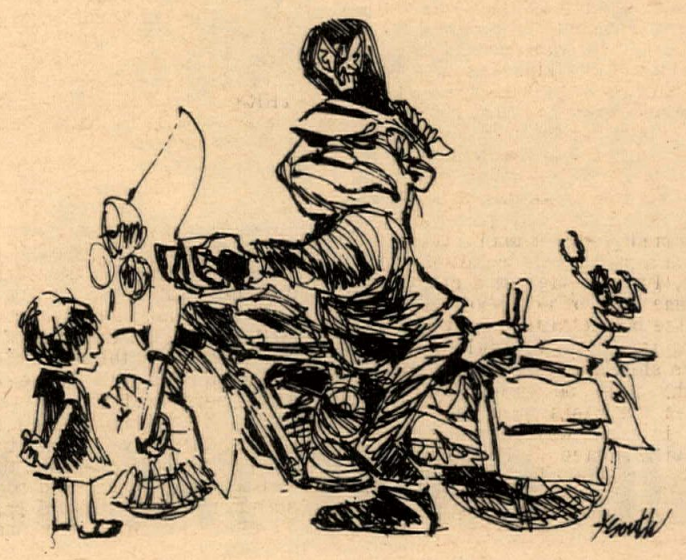
DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE–First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

SUNDAY

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.



"Mommie says I can't have a two-wheeler 'til I'm seven!"

Plug Fowler and Assorted Friends... **by Herman**

You'll always see it FIRST in **CYCLE NEWS**

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Guest Editorial

WORTHLESS GOLD

By John Shedd

The biggest of them all is over. The 12th Annual Death Valley Tour is now a memory, and with only two more runs left on the calendar, we wait to see what is in store for 1967. As the RRC compiles the new calendar and gives each club a date for their run, I would like to believe that they will do something about the ridiculous worthless gold.

Yes, worthless gold! This is exactly what a trophy is that is presented without the receiver having earned it, and applies to the majority of trophies given away on road runs. The rider, in many cases, does absolutely nothing to earn his gold. For a beautiful two-foot sweepstakes trophy, he may have guessed the number of beans in a jar or maybe he was just lucky enough to have his name pulled out of the hat.

To you riders who fall in this pigeon hole, I would like to ask one question. What does this trophy mean to you? Can you display it with as much pride as the thirteen-year-old kid down the street who wheeled his bike around the track to win the 50cc class in the scrambles? I doubt it. In fact, I defy you to say yes.

Now, for you road riders who have won your gold in motorcycle judging, field-meets and the like, to you I say this: You may display your trophy with the pride of knowing that you earned it. But, do you display this small trophy along side the trophy twice its size that you won in a sweepstakes drawing? I hope you don't belittle what you have truly earned with something that was simply given away; because someone was too lazy or lacked enough imagination to find a way for you to skillfully earn it.

We now come to what is more than likely the largest category for presenting trophies on road events, the poker hand. Even for this, you haven't really earned a trophy. Why? Well let's decide what a trophy represents. Webster says, "A trophy is a sign of victory, a token of an enemy's defeat." Was your full house a sign of victory? Did you skillfully defeat someone to receive it? I don't think so. It was pure luck. No skill or talent of any kind was involved. So here again, we find a class where the motorcycle trophy should have been saved for something fitting.

I am not saying that road rides are of no value, or that the rider deserves nothing. I am merely stating this: Bean guessing, drawings and poker hands deserve something other than a beautiful trophy with a motorcycle mounted on it. For these, I would suggest a gift certificate, some type of accessory or even a cash prize but definitely not a trophy.

We now reach the difficult part. On what basis should a trophy be awarded? If a trophy must be earned to be of value, then the basis must be that the rider has in some way, through motorcycling skill, earned it. I'll admit, it's nice for everyone to take home a trophy, but we can't all be winners. Can we? So, what can we do about it? If every club in Southern California would come up with one good idea for a trophy award in 1967, there would be more trophies awarded, and many more riders would carry them home with pride. Perhaps the AMA or the RRC should even award a trophy to the club with the best idea. Let's make 1967 a better road riding year by getting our heads together, working a little harder and ridding ourselves of worthless gold.

NEXT WEEK:

DEATH VALLEY

VOICES

Bob Sholly Is Alive, ALIVE!

Hi. I was surprised to hear from you. I had a good safe trip home, it took me three and half days. The Bob Sholly that had the accident was no relation at all. He was the same age that I am and only lives 20 miles away; that is getting pretty close.

I sure didn't have any luck at all racing out there at all but I had a lot of fun. And I'm planning to come out next year. Are you going to Daytona this year? Our racing is done for this year now.

BOB SHOLLY
Camp Hill, Penna.

P.S. Could you get me one of those pictures like was in the paper?

Editor: For you Bob, anything. Like Mark Twain once said, "Reports of my death are greatly exaggerated."

Nit-Picking

In the midst of all the turmoil appearing on your pages I would like to add possibly a new direction. That of the growing trend of irresponsibility.

One case in point is two recent ads by two Giants in our industry. The first appeared in your newspaper, depicting an American rider winning the recent Japanese Grand Prix. True, by careful study(and by knowing the actual results) one could deduce that he won a National race and didn't even race against the Grand Prix works riders. However the inference was there, especially when coupled with the press-release you featured on the front page. The second appears in our monthly magazines. The full page ad boast of ONE marque winning ALL World Championship Grand Prix classes. In relaity there were THREE marques sharing the five solo classes, plus a fourth marque in the side car class.

Of course one can dismiss these as over enthusiasm or unimportant nit-picking, but in my opinion it reflects a lackadasical attitude. One that seems prevalent in our sport and probably the cause of much of the turmoil that is dividing our sport. If our self-styled leaders would place as much emphasis on integrity, as they do on their importance, wouldn't things be clearer?

Given that the above opinion has some merit, and that this really is the Voice of California, isn't it your duty (and future livelihood) to spearhead such a movement? Given that this too, is true, are you prepared to qualify your statement (your editorial page 3 volume 3 #42) that this new machine "out metisse's the best from Europe"?

I personally dislike unnecessary nit-picking and I realize you are just a cog in the gears. However you are an accessible cog and a little bit of the future rest in your hands. Do your best, please!

WILLIAM BLAKESLEE
Fullerton

TO ALL SPORTS FANS:

We would like to call to your attention California's Proposition Eleven on the November ballot.

To put it very simply, this Proposition would amend the boxing and wrestling initiative act of November 4, 1924, and permit the Legislature to prohibit boxing and wrestling at any time without the matter being brought to a vote of YOU, THE PEOPLE.

This is very dangerous, and we strongly urge a "NO" vote on PROPOSITION ELEVEN, and that you contact your friends and business acquaintances of both political parties and speak to interested news media, and ask for whatever help you can get to defeat this Proposition.

AILEEN EATON
Boxing & Wrestling Promoter

The Mind Changers

Dear Mr. Clayton:

I have your letter in reference to my item in the Press-Telegram dealing with motorcycles.

It was nice of you to take the time to write me so decently as you did.

I had not known that the idea was in the minds of so many agencies. It is gratifying to know that something has already been done to abate the nuisance. I had not known that boys took off mufflers as you mentioned. Thanks for the kind remarks.

FRED E. BARRIS
Long Beach

Press To Turn On

Interest in motorcycle racing in our area seems to be on a definite upswing and, as that is the case, I guess it's time I got in the know.

Toward that end, would you please add my name to your second class mail subscription list for the next year and forward the bill, in my name, to The Post-Intelligencer.

Thanks so much for your cooperation and don't hesitate to write me if you need any information regarding the sport in the Northwest.

Sincerely,
MIKE GLOVER
Motorsports Editor
Seattle Post-Intelligencer

ACA Goof?

I guess the ACA goofed again as I went to the races at South Gate Saturday nite only to find no one there, as you probably know already. This has also happened at ACA road races which I have attended only to find them cancelled.

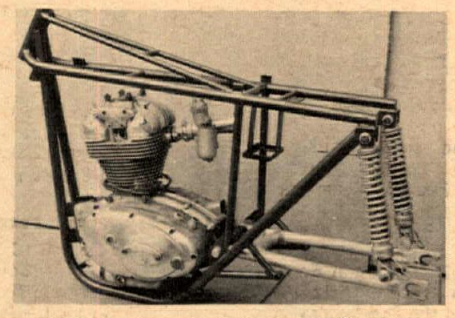
Your paper is still a fantastic source of info. I attended the Reveliers Hill Climb Sunday and it was outstanding although the heat was pretty bad. Hart Memorial Park, near where the climb was held, is a beautiful spot(large spot!) with the remains of the Kern River running through it.

All in all, I had a fine day, thanks to Cycle News!

MIKE SPIKA
Long Beach

By Chuck Clayton

AMERICAN WORLD BEATER Part 2



Yetman racing frame is made in Mass.

And Now...The W-W?

A promising prototype engine has been under wraps for four years at J&R Engineering in El Monte. It is a twin-cylinder two stroke with about 11 inches of displacement. The cylinders perch on top of a square "crankcase" about the size and shape of a shoebox. Actually the crank and shaft are outside of the box, bolted to one end. Two carburetors are fastened to one side. Inside the "shoebox" is a metal affair reminiscent of a teeter-totter on which the pistons fit.

When one piston fires downward, it pushes the other up in the cylinder, compressing a new charge. As the teeter-board (or more technically, the working beam) tilts an axial lobe connected to a conventional rod drives the outside crankshaft. It was the action of this lobe that inspired inventor Ray Wilkinson to dub his creation "The Wiggle-Waggle Engine."

I have seen enough of this engine running to suspect that it may prove just as adequate in the power department as conventional rotary designs. The thrilling thing to contemplate is its comparative ease of manufacturing. Main components of the entire lower end can be hogged out of alloy blocks by any competent machinist using standard shop tools. No need for a drop forged crankshaft billet, or complicated castings. The heads and barrels can be pirated from any good two-stroke and simply bolted on. However, they could be lightened somewhat on the thrust side, since there is no piston thrust in the wiggle-waggle. Round pistons, therefore, could be used.

II—The Vital Ingredient

Inventor Wilkinson built the proto W-W engine in one evening four years ago. It was tested in a go-kart at that time and promptly blew off the fastest Koening 250 of its day. Upon witnessing this (as the W-W smoked its tires coming out of turns) Wilkinson discovered what he had wrought. "It develops full torque at any rpm," says Ray. Translated, that means the Wiggle-Waggle is its own gearbox. Since the only function of a gearbox is to deliver tractable engine torque to the drive wheel, an engine which delivers full torque regardless of rpm (like a steam engine) doesn't need reduction gears.

"It does it by eliminating deadlock," Ray explains. Whatever that means. If you are interested in purchasing plans for the W-W engine write to Ray Wilkinson, c/o J&R Engineering, 1857 Merced, Dept. CN, South El Monte, California. He isn't offering them for sale yet, but if enough readers write showing interest in the W-W, Ray just may.

Anyway, there's no insurmountable difficulty preventing a new, all-American motorcycle from entering the scene. There is everything we need except the one missing ingredient — work.

MRI PRESENTS WISHES TO AMA

To: Members of the Competition Committee, American Motorcycle Assn.
From: Motorcycle Racers, Inc.
Gentlemen:

Following are suggested rule changes and/or amendments for inclusion in the official agenda to be discussed at the forthcoming meeting of the AMA competition Committee:

1) a) All professional races except hill-climbs shall be designated "Class A" instead of "Class C", this to include short track, half-mile, mile and TT events.

b) All National road races shall be designated "Grand Prix" road races, to elevate the image.

2) Yearly AMA dues shall be raised to $4.00, this to include a one-year subscription to American Motorcycling. Even with a substantial drop in membership, the magazine would have a guaranteed circulation of over 40,000, and eventual newsstand distribution would more than double current membership.

3) All pit personnel shall be licensed by the AMA at an annual rate of $5.00, this to include a copy of the current AMA Rule Book, and an emblem designating each as an "AMA Racing Mechanic." There will be no closing date on issuance of such licenses, to expire December 31 of each year, and a minimum of one mechanic per competition rider could be expected to apply. Benefits would include a cutdown in unnecessary pitmen, more control for Referees, uniformity of dress, a new mailing list, happier promoters and a better, more professional show. Extra money realized from such licensing could be used to hire a Racing Business Agent and Publicity Director, whose duties would include soliciting races throughout the country, soliciting additional accessory awards, and insuring adequate facilities and controls at race tracks.

4) a) A National Referee and Advisor shall be appointed to standardize race procedure at Nationals.

b) The AMA home office shall appoint starters for all National Championship events.

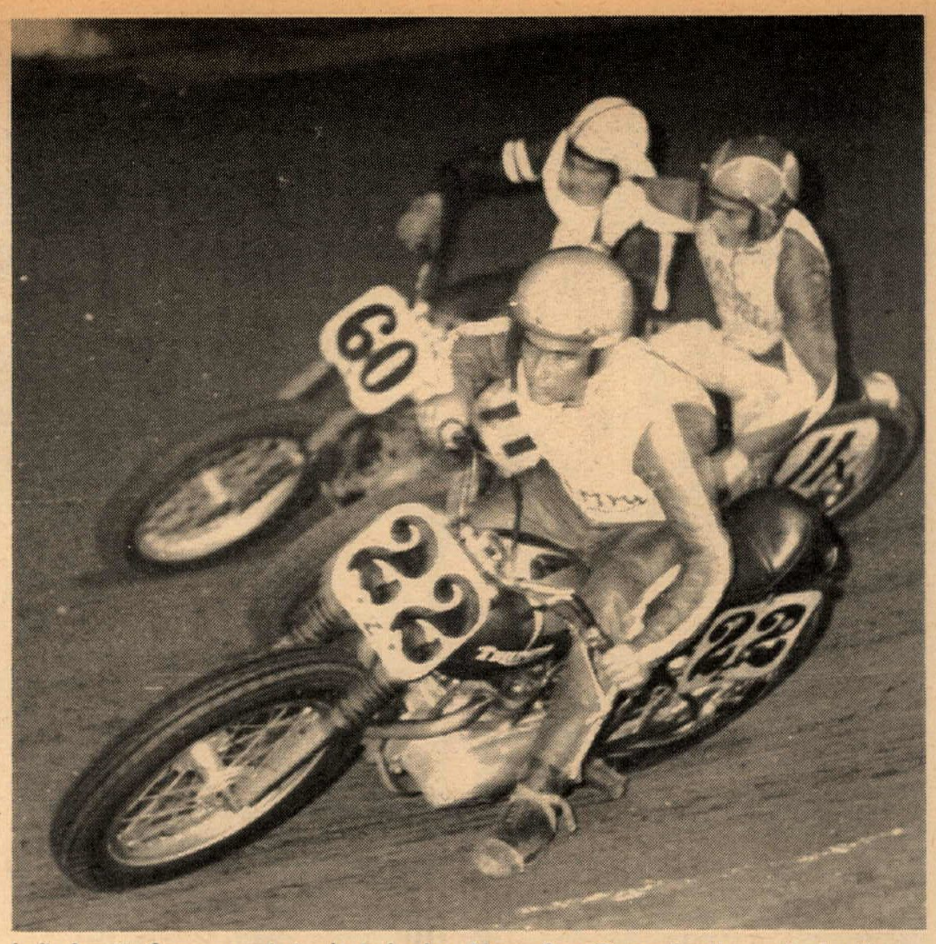
5) All dirt track Nationals shall pay a guaranteed minimum purse of $5000 against 40% of the gate, whichever is greater.

6) A fund shall be established for the top ten finishers in dirt track point standings (short track, half-mile and T.T.), additional monies to be collected at time of sign-up. Example: Present sign-up fee is $2.00, could be raised to $2.25.

(signed)
Chairman of the Board: Neil Keen
Board Members: Sammy Tanner, Bill Heins, Dennis Bruce, Ralph White

HALF **ASCOT** MILE

Bridesmaid Mel Lacher finally played the role of the bride last week and won the 15-lap Expert Final for the first time this year at Ascot Park. It was a wire-to-wire run for the San Diego rider who had appeared able to win everything, except a Main Event.



Left, Annette Camp presents trophy to Lacher. Above, Gene Romero heads a pack of end-of-the-season Ascot shoes.

The Harley-Davidson ace scored a clean sweep, winning the heat race for the fifth time in six weeks and the Trophy Dash for the third time. His three-in-a-row in the dash event now ties him with Gene Romero as the only two riders to win three straight trophies this season.

Mert First to Fade

Lacher had challengers most of the way in his bid for the win. Mert Lawwill, who posted the fastest heat race win of the night, was the first to try Lacher on for size. Mert faded out of the picture at the end of three laps with Chris Draayer and Sammy Tanner closing in.

On lap eight it was Romero replacing Tanner for third with Draayer still a solid second. Lap ten found Dan Haaby shoving Romero out of third and setting sail after a bad start off the line.

The late laps again found Tanner dropping back and finally ending up in a distant sixth position with Romero holding fourth, Haaby third and Draayer in for second.

The closest expert race of the night came in the five lap semi where only two riders could transfer to the feature. Romero won a close decision over Pat Gosch, Paul Conserriere and Guy Louis. Gosch never moved into second and a transfer until the final 100 yards.

It's Shorty...Again

Slippery Shorty Seabourne kept right on rolling in the amateur class and again came up with a heat race and main event win to run his overall win streak to eight straight, the longest amateur streak this year.

Seabourne has not lost a yellow place race since last September and is proving to be the only consistent amateur this season. John Carter again ran second with Randy Say in third.

Randy "Tireless"

Say lost the tire off the rear wheel in the heat race and came in for last place in the semi to win the event and again go to the main event and chop the point lead held by Ron Kruseman. Ron was a distant fourth in the final this week.

Pruett Persists

Tuck and go Larry Pruett waged a ding-dong battle with Mike Morton for the novice main event win. The lead changed hands five times between the Yamaha and Suzuki riders before Pruett wrapped up his second straight main event win.

Earlier, both riders had won their respective heat races with Morton's time three seconds faster than that of Pruett.

Again it was a bad night for the top four Ascot experts as all four went down to defeat in the four white plate five-lap events. Lacher upset Tanner, Chuck Jones took the measure of Ralph White in a close one, Mert Lawwill stopped Dan Haaby who went into the race with four straight heat wins and Draayer upset Gene Romero.

Only two more half miles remain this year with the state championship and final half mile of the year coming up next week on Friday night, November 11th.

All riders will then be honored at the annual victory banquet at the Gardena Elk's Hall on Friday night, November 18th.

(Lap charts on page 16)

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. . . for the 317 rider entries we were forced to return for our forthcoming event. In the best interests of safety we felt 747 contestants were the safe limit. However, we would like to thank all 1064 riders that supported our cause. You may rest assured that we will now continue to hold further events for you as we have in the past. If "Big Daddy Columbus" throws you all out, we have memberships open in C.O.M.P. "Keep your best wheel sideways." See you at the DirtDiggers Grand Prix November 19 & 20.

Sincerely,
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October 27, 1966

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Tijuana To La Paz Via Funbike!

By Ron Grant

Reason for the trip was to have some fun and cover the treacherous distance on trail bikes. Here one of the 2-wheel adventurers poses with 2 of the Garelli's in front of a giant Suguaro Cactus in Baja California.

On Tuesday, October 11, 1966, at 6 a.m. Bob Burns, on a 125cc Garelli motorcycle, Ron Grant and Luciano Pozzi, on 98cc Garellis, left Tijuana, Mexico directed to La Paz. The purpose was to establish a new record for 98cc and 125cc motorcycles on a run to La Paz, non-stop and completely unassisted by fuel or supply drops by air on the way.

From all information available, it appeared that it would be difficult to find gas and oil on the way, so it was decided that each 98cc motorcycle should carry a 3½ gallon spare tank, and the 125cc motorcycle, a 5 gallon spare tank of gas. We later found however, that we could get gas and oil at any Rancho on the way, even at night, by simply knocking on the door till somebody turned up; we decided therefore to eliminate the reserve gas tanks to lighten the dead weight we carried. In addition to the gas, we each carried a good supply of spare parts, repair kits, water bottles, first aid kits, etc. This equipment was evenly spread between the three of us and added 18 pounds to the weight of each. This weight, together with the additional gas cans, greatly reduced the good handling characteristics of the motorcycles. We later discovered that the 18 pounds of supplies that each of us carried could be safely cut down to a minimum of 5 or 6 pounds without the risk of being stranded for lack of parts. We did not, in fact, have to use any spare parts at all during the whole journey. The performance of the motorcycles was faultless all the way to La Paz.

The going from Tijuana to Arroyo Seco, via Ensenada, was excellent since the road is wide, smooth asphalt. At Arroyo Seco trouble started immediately. The road is graded gravel and although it is wide enough, it is extremely undulated with frequent large pot holes, which make the going very rough. Although we could average 35 to 49 miles per hour on this stretch to El Rosario, we could think of no worse road for busting the motorcycles to pieces. As we approached El Rosario, the road got progressively worse, and our average speed dropped to around 20 or 25 miles per hour.

We made our first stop for gas in El Rosario and hastily swallowed a few Vienna Sausages. Our morale, at this point, was still great. We took off from El Rosario, full throttle, at 12:56 p.m.

After El Rosario we found a sucession of hills with elevation up to 1700 feet and the road became increasingly dangerous in view of the frequent washouts and rocks that suddenly burst upon us. Our average speed was in the range of 25 or 30 miles per hour and we were rather pleased with ourselves for being well ahead of schedule. We continued on through San Augustin over the same type of terrain; and, about 15 miles after this settlement, Luciano Pozzi didn't guite make it in a turn at the bottom of a low hill; left the road, hit a large rock and tumbled down a gravel pit. Apart from bruises, for which he hasn't yet stopped complaining, he was in good shape, but the motorcycle itself was beyond salvation. The forks had broken and so had the front wheel. The gas tank had a hole in it two inches in diameter. For Pozzi, this was the end of the journey. After carrying the remainder of the motorcycle on his back for 15 miles to San Augustin, he finally managed to hitch a ride from one of the local Rancheros back to Tijuana, where he arrived 40 hours later and $50.00 lighter, which represented the fare to the Ranchero for the 300 miles covered.

Bob and I, still in good shape, carried on toward Punta Prieta where we arrived at 10 p.m. The road seemed to become worse and worse, and we were starting to feel the strain of riding on lightweights motorcycles over the roughest of terrain.

(To be continued next week)

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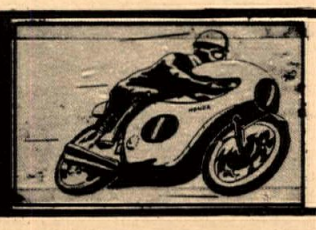

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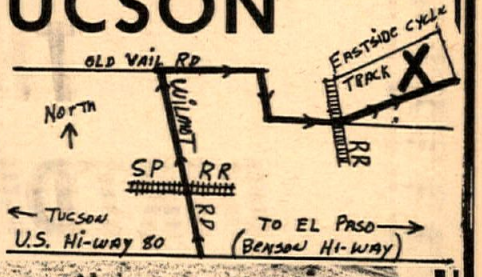

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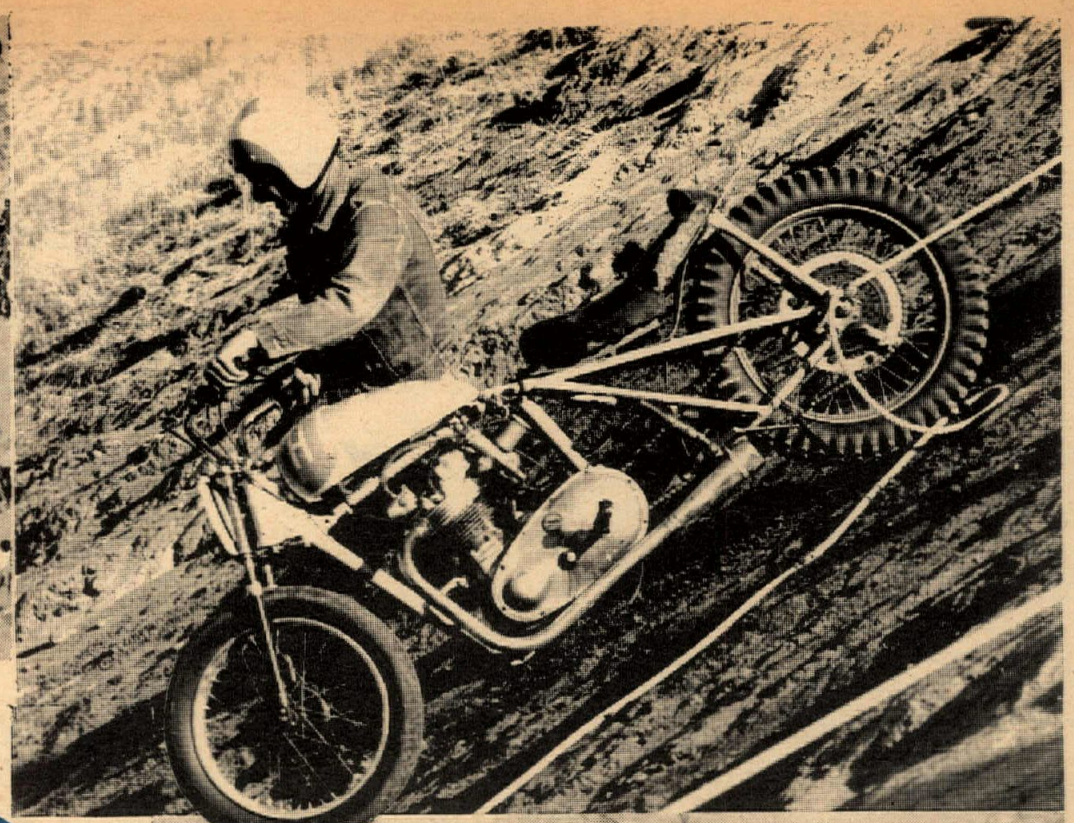
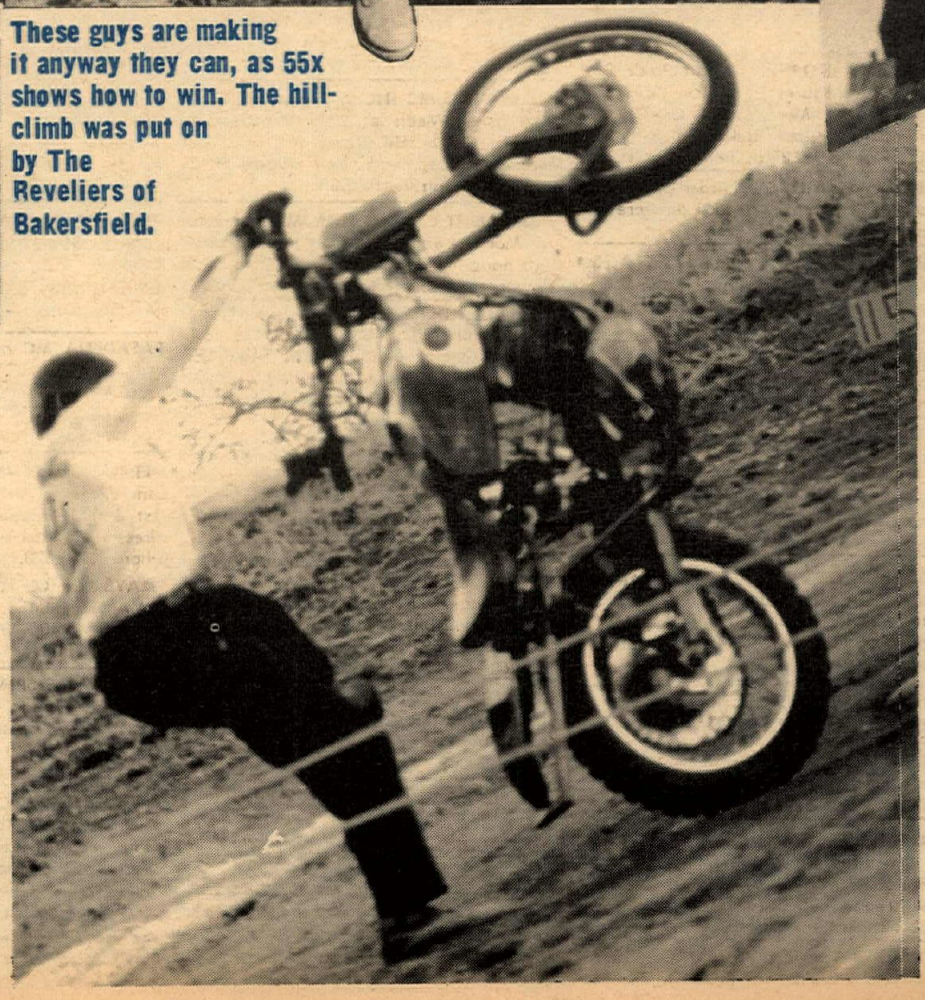
Hill Climb Pictorial



These guys are making it anyway they can, as 55x shows how to win. The hill-climb was put on by The Reveliers of Bakersfield.



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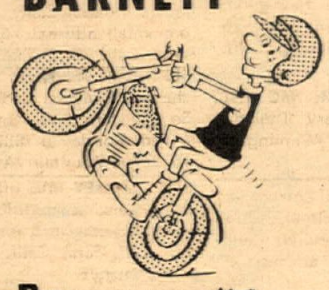

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MEET THE RACERS

BOB SHOLLY
National Number 98

The gentleman of pro racing comes from and makes his home now in Camp Hill, Pennsylvania. Bob is 23 and a calm mannered, dark haired bachelor. He started racing in 1962, riding scrambles. He became a Novice in 1963. In 1964 he turned Amateur and went on to become an expert in 1965. Bob was then given the National 98 number. Bob rode a 250 BSA as a Novice, but turned to Triumph when he became a Amateur, which he still rides.

Bob favors no one type of racing. He says he just likes to ride and enjoys every race track he races on. He relates that his biggest win so far was the Pennsylvania Dutch Classic.

At the beginning of the season this year Bob went down at Hightstown, New Jersey and broke a shoulder. This put him out of racing for the prime part of the year in the East and Mid-West. He made his first time appearance in California showing race fans his great Eastern style of riding at the last Tulare half-mile.

The full-time carpenter tells us that racing is just a hobby for him. "I think that it is a wonderful sport and you couldn't meet any nicer people in the world then there are in the motorcycle sport."

★ FLASH FROM AMA ★

Effective immediately amateur class C license holders may ride sportsman races. (Full details next week).

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CLUB DIRECTORY

Clubs please note: Send your information c/o Cycle News/Club Directory–P.O. Box 498, Long Beach, California.

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale. Calif. Ph. 947-2434 or 947-4633.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

CALIF. EAGLES M.C. AMA Chartered. Member of RRC. Meets 2nd & 4th Thurs. at 6524 Lemon Ave., Long Beach. Address: 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS M.C. — Competition club. A.C.A. sanctioned meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258. Sponsors of Hopetown Gran Priz.

DIRT DIGGERS NORTH 1903 T Street, Merced, Calif. 95340. Phone 722-3477.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMPETITION CLUB. Meets 2nd and 4th Thursday of each month. Vice President, Claude Mace. Phone 379-3564. 1717 Welacott, Redondo Beach.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241, Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction. Meets Mon. nite 11517 S. New Hampshire, in rear. Refreshments during meeting. Phone: (213) 756-4858.

SOCIABLES M.C. Road Riding Club. Meets bi-weekly at members' homes in Gardena, S. San Gabriel, Bell, S. Gate. Call 324-8457 after 5 p.m. for time and address of meeting. Couples welcomed. Refreshments. Meeting nights flexible.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank, Call TH 8-3839.

SPOKE-BENDERS of South Bay. Desert competition club. AMA chartered. Meet 2nd and 4th Wednesday at 9:00 p.m. each month at El Retiro Park, in Torrance. Ron White, 3619 W. 152nd St., Lawndale. OS 9-6748.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance, 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION— English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF., Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDUMS (Formerly Nomads of Gardena) Family fun club. Meets at Honda of Gardena, 1st Sunday of each month at 1:30 p.m. For further info call Inez at DA 4-7043 or Honda of Gardena, 323-8314.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C., INC. — AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

CAL BOTTOM AT THE TOP

Variety of hazards plus fast 4th-gear stretches makes Fresno area desert hound's paradise.

By Ray "Nick" Hauck

Fresno's Pathfinder M.C. held their first hare scrambles of the year at Three Rocks this week-end, before last and what a beautiful day it was — not too hot but plenty dusty.

Cal Bottom, of Southern California desert fame, finally struck pay dirt. Member of the Jack Rabbits, and now living near Fresno, Calif. rounded through the sand washes and wheelied up the hills, to finish five minutes ahead of second place.

Second and third place were won by Bob Hager and Joe Garcia both lightweight mounted.

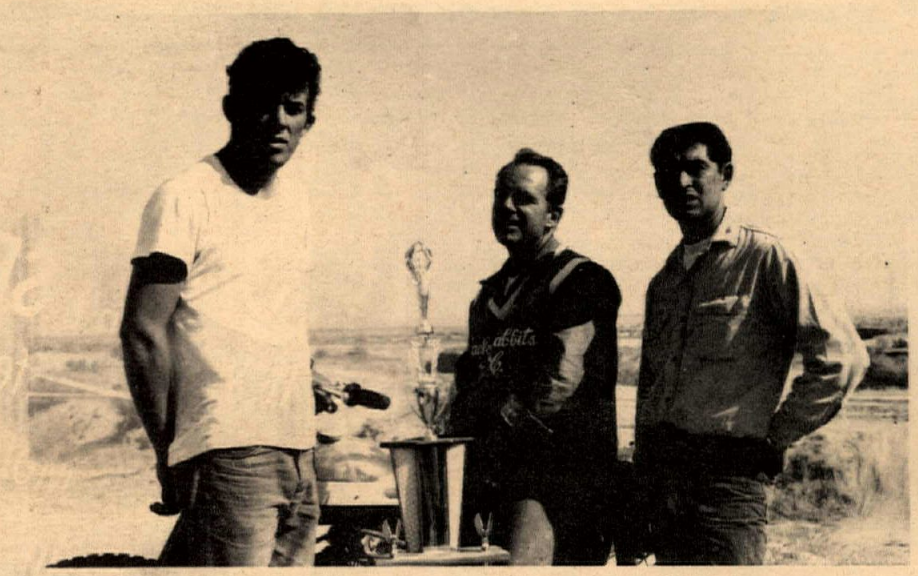
Many of the Central California riders have ridden in Southern California desert events and wonder when more riders from down there will take advantage of the excellent riding at Three Rocks.

The course was well laid out so that even first year riders had a chance to get around. This is not true of many events in the desert. The Pathfinders feel that everyone who enters deserves a chance to finish. Many clubs fail to realize that racing needs young fellas coming up and if a course can't be ridden, one gets discouraged.

Watch this paper for the next Hare Scrambles at Three Rocks put on by the Pathfinders of Fresno and try to make it. Chances are you will.

1st	Cal Bottom	Expert
2nd	Bob Hager	Novice 250cc
3rd	Joe Garcia	Amateur 250cc
4th	Jim Belloch	Amateur Open

Pathfinders clubman makes mark on rider's helmet to show that he passed through that check. Three Rocks terrain has been closed for months to permit sheep to graze. It is now fresh for a new season of desert riding.



From left, 2nd place Bob Hager, Cal Bottum and 3rd place Joe Garcia each want to win that giant trophy donated by Maynard Ins. Agency to be given to high point man at the end of the season.

Norton mounted Cal Bottom, familiar to L.A. desert fans, found fame in Fresno.

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COOLIES COLUMN

By Wes Cooley

This coming weekend, the 3rd Annual U.S.G.P. at Willow Springs will field some of the top road racers in competition. Many of the Grand Prix class championships have not been determined, and this event will be the deciding factor. In the 100cc class, it will be Barry Hermann and Jeff Pasternak fighting for the championship. In the 175cc class, it will be Ralph LeClercq and Dave Allee. In the 250cc class, there is the possibility of a three-way race between Buddy Parriott, Steve Gibson and Walt Fulton Jr. The 350cc class could go to either Bob Fleckenstein or James Deehan, with the outside chance that Hugh McLean or Art Baumann could take first spot. This will give you an idea of a few of the classes in tight contention for the championship.

The ACA follows FIM rules with regard to scoring. First place receives 8 points, second place 6, third place 4, fourth place 3, fifth place 2 and sixth place 1.

Who's a Cowboy?!

I had several comments about my article last week. I did not mean to imply that all riders on Harley-Davidsons are cowboys. I used this expression to point out a fact that the riders in the United States are probably as good as any riders in the world, but they have not had a chance to perform in international competition events.

Trophies for street riders

We have been assured by the Sidehack Association that they will have four or five entries as a special event at this Grand Prix. We hope to include sidecar racing at future Grand Prix events. Also, there will be a special event for the street riders. All street riders are cordially invited to enter this event free of charge and may pick up their entry forms at the gate as they pass through. There will be trophies in events such as best-looking custom machines, best-looking standard machine, club participation, etc.

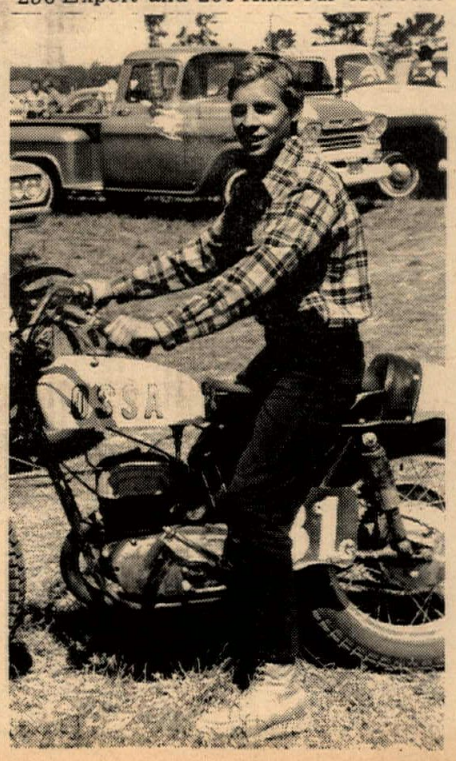
Immediately following the Grand Prix event, there will be a trophy presentation and pay-off as well as a dance at The Players, located in Rosamond at 2763 No. Sierra Highway, just a few miles from the track. This event will conclude the ACA national points road races for the 1966 season, and the following weekend on Saturday night, November 12th, the ACA will hold their annual awards banquet at Coda's Restaurant, 6231 Manchester, Buena Park. Cocktail hour 7:00 - 8:00 p.m. Dinner promptly at 8:00 p.m., with awards presentation and dancing to follow. For reservations, contact ACA office, P.O. Box 247, Fullerton or phone (714) 847-7629. All of the ACA flat trackers and road racers, both GP and production, will receive their championship awards for the 1966 season.

We have scheduled one more road race event in 1966 at Riverside Raceway on December 11, but this will not be a points event. The flattrack season is now officially closed as of our championship event at South Gate last Thursday night. Next year, we plan to get underway with a full flattrack season. We're also looking forward to the moto cross season coming up this winter as soon as the rains come and the fire hazard is eliminated.

Brelsford is a Bear

By Lee Wenger

Mark Brelsford riding an Ossa 175cc won the 250cc Expert class at Hall's Ranch Sunday, October 23, 1966. Mark has won over 38 races this season with his Ossa in Oregon and the Bay Area, riding both the 250 Expert and 200 Amateur classes.



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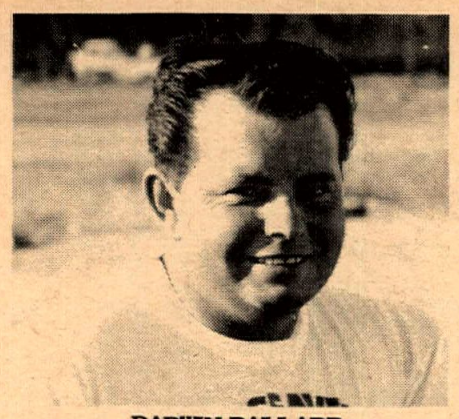

DARWIN BALLARD

Meet Darwin Ballard, President of the California Gophers and holder of heavyweight number 7. Darwin, who was born in Oklahoma thirty years ago, has lived most of his life in California where he makes his home with his wife Carol and their three sons. They are Bobbie, who is ten, Stevie who is eight and seven-year-old Ronnie. There is another baby on the way, due in just a few months and the Ballards are thinking that it would be nice if this one was a girl.

The first thing you notice when meeting Darwin is that he looks like a man with tremendous power, and he is. Just ask any of the guys who were around Norm Bests' a few years back when a small plane crashed and slid upside down to rest very near the Best shop. Darwin, one of the first on the scene, calmly ripped the door off to assist the passengers who were trapped inside. Other tales are that he has been seen to lift a BSA Gold Star into the back of a pickup unaided. "It's a good thing he's a nice easy going guy," one of his friends said, "because he could tear your head off if he ever got mad."

This physical development came about from two things. While attending South Gate High School, Darwin was All-City Gymnast for two years specializing in work on the high bars. Ask anyone familiar with gymnastics and they'll tell you this builds tremendous gripping power with development in the shoulder and arm area. After High School Darwin enlisted in the Seabees and spent four years in the outfit, with some of that time spent out in the Philippines on Luzon working with heavy equipment.

Coming back home he started riding on the street with his first machine a BSA Road Rocket. He had an accident in which he hit a car and that was the end of his street riding. He started racing in 1962 aboard a 37½ inch Norton Twin with a plate numbered 201 mx. In eight months he made the trip from Novice to Expert but never won a trophy in that time. His first one came when he had his Gold Star as a 500 Expert and right now he's one of the most rabid BSA fans you'll find anywhere. He admits to being one-sided where BSAs are concerned, especially towards the big singles. Right now he is consistently in the top three in his class and will most probably hold the number 4 plate in 1967. As for professional racing? No. He tried it, riding a few times at Ascot, but to Darwin it took all the fun out of riding, and that is what he rides for. Fun.

As for working, he can be found in one of two places. He is Service Manager for LeBard and Underwood in La Habra, and is also the "Bal" half of Bal-Con located in La Mirada. This is a company he operates with Floyd Conrey, another racer, and they specialize in motorcycle painting along with custom seat and tank combinations.

In closing, we would like to say that Darwin Ballard is a credit to the sport. Not only is he a hard competitor, he works hard for his club, tackles two jobs and still finds time to serve on the Competition Committee keeping the tally of the Lightweight Points and issuing the numbers, although he admits Carol helps tremendously in this last chore.

By Maureen Lee

"FUN FUN FUN"

The largest Honda dealer in the United States—Long Beach Honda—proprietor of the four Honda retail outlets in Long Beach, is sponsoring a dual-event motorcycling day on November 13, for every rider regardless of experience!

Registration will take place at the main store: 5105 Atlantic Blvd. in Long Beach at 11:00 a.m. to 12:00 a.m. on Sunday, November 13.

Riders will leave at 12:00 a.m. on a poker run which will lead to the grounds where a field meet will be held.

This event will allow all riders, novice or veteran, to compete. It will also provide an excellent day of enjoyment for the spectators.

Everyone, regardless of affiliation, is welcome. There will be classes for all machines – six or more in competition to make a class. Trophies in all classes.

More news next week!!!

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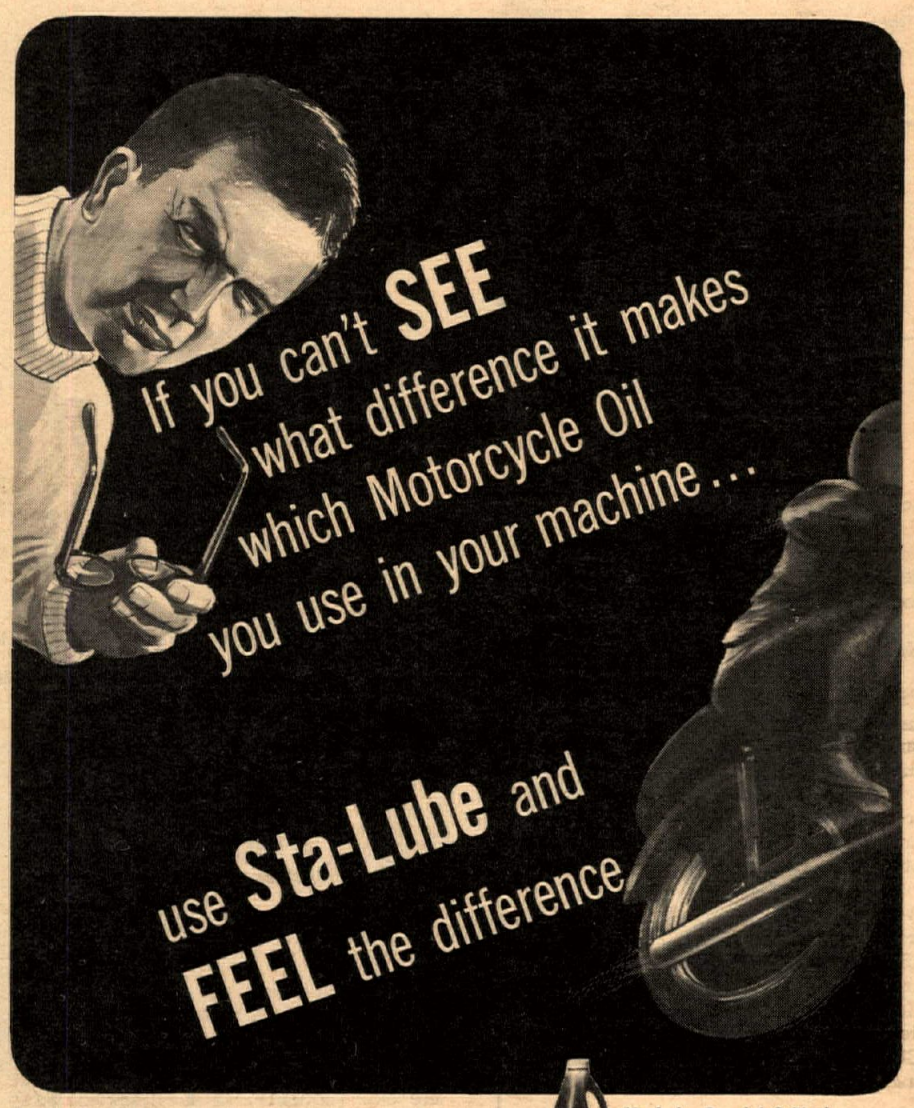

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INDALE RACEWAY

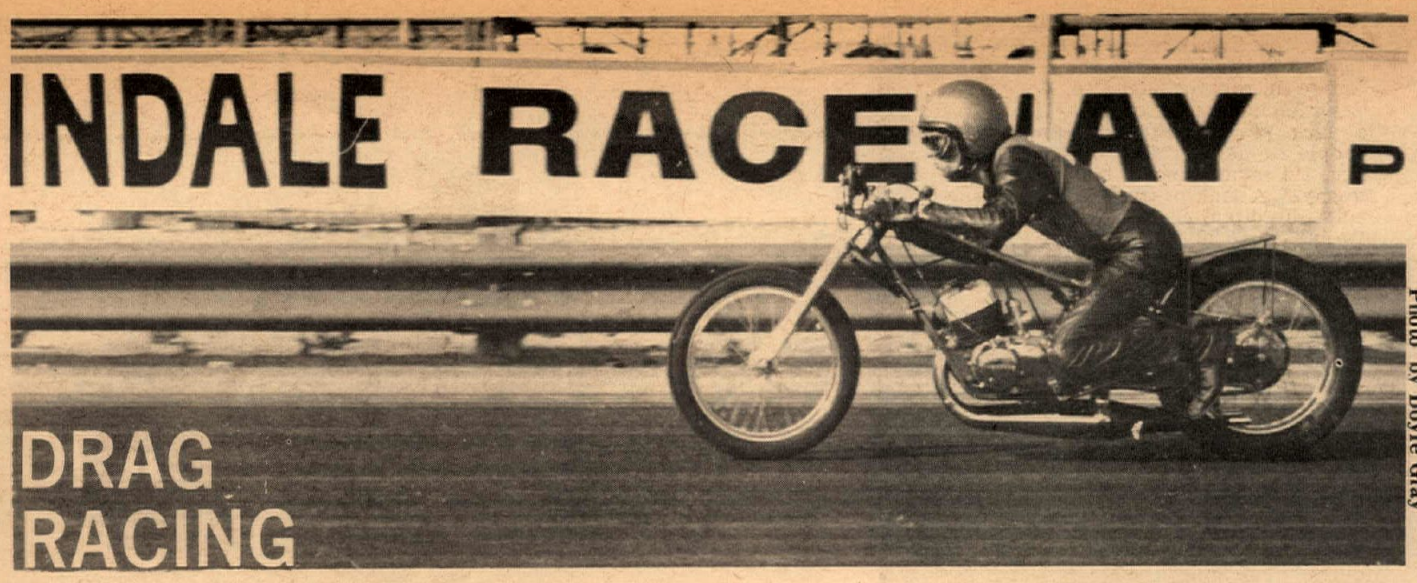

Photo by Doyle Gray

DRAG RACING

By Bob Ebeling

A pure stock 650cc Triumph is the quickest and fastest street bike at the southland drag strips. Grant Hannah turned an elapsed time of 12.53 seconds with a terminal speed of 105.14 miles per hour at Lions and the closest contender in performance figures was Harley-mounted Al Sherwin, who secured the top street bike title at Irwindale.

When Sunday's program was underway, Al and Grant faced each other in a decisive race for an ultimate title of Southland Street King. The Triumph led the contest all the way and many spectators shook their head in dismay at such acceleration from a two-wheel transportation machine. Some people raise their eyebrows when Grant says "pure stock" and he then begs for someone to protest his displacement or power-producing components. Anyone care to challenge?

One Hundredth Second

Can you count the period of time of one tenth or one hundredth second. It can't even be seen on your watch and the mind cannot even form the word as the time passes, but time clocks in drag racing are calibrated to one thousandth of a second and to the racer it's a valuable portion of time. It can mean win or lose, setting a new record or keeping the old.

The South Bay Honda 450 of Bob Long gained one of those small time fractions and secured the D street record. Le Roy Wyman's 350cc Honda "Lucky Linda" had previously turned a best of 13.58 seconds and South Bay **needed** that extra one-hundredth they gained Sunday that read 13.57 on their clapsed time card. Le Roy will be looking for a similar elusive flash of time to regain his championship record and if determination is the necessary ingrediient, he may find it.

Top Gas

At Irwindale Raceway the purse for top gas is fifteen dollars and this week's racing action almost brought sheer embarrassment to the Harley camp.

The final race for top gas was between Bob Braverman's Yamaha and Millard Disharoon's Harley-Davidson. Maybe "Dish" gathered bad habits from riding the Honda 450 last week, or the newly rebuilt Sportster may have been laboring to seat new pistons and rings. No matter how or why, it was simply a darn good race!

Braverman and Dish were side by side and the Harley muscle only began to flex at the top end. Another moment's delay in putting the Harley's inches to work would have made headlines "Yamaha defeats Harley", that could start a "stamp out the two stroke" protest that we would never forget! The Yamaha lost by only a half bike length or so and Braverman turned his best E.T. to date. The Yamaha's ticket read 12.58 and 100.78 mph while Disharoon's top gas victory performance was done in 12.16 seconds at 116.27 mph.

Welcome back is extended by all drag racers to Nira Johnson and his 650cc Triumph that is a top contender at any drag event. Nira was out to lunch for several months but is back to try and have a few Harleys or Yamahas for his dessert. Nira has a name for his dragster and I christen it "Agtisi".

Lions–Top Fuel

Triumph again took a double win in top fuel competition but the race at Lions was close enough that if a dead heat were possible it would have been one. Sonny Raslawski has defeated the problems that usually confront a newcomer to the fuel burning ranks and when the final elimination drew to its moment of truth, Perry and Scotty were not overconfident as to whether their four barrels of twin engine power were enough to make it a Triumph glory day. Just a high gear in each machine, and when they left the line the Avons left smoke trails that made it hard to see where was what or who was winner. Perry and Scotty pulled just a hair harder on the top end and won top fuel turning 10.24 – 151 mph. How close was Sonny? His haulin' Harley turned 10.29 seconds elapsed time and again showed how much those hundredths mean.

At Irwindale

Murray & Cook collected the winner's purse at this scene and didn't even have to race the runner-up. Its a little hard to explain, but Bob Micheals could tell you why when he regains his breath.

Bob's "Black Knight" Harley was staged in an elimination against the Harley of Smith and Butterworth. Joe Smith jumped before the green light, which gave Bob the chance for an easy single but when the clutch was released a rod parted and it was shut down. Bob had runner-up honors if he only could make it down the strip and he did by pushing the Harley like a child's kiddie car. A quarter mile is a long ways to travel by the method of push and sweat.

Rather than take a single for top fuel victory, Jim Cook and Boris Murray induced Joe Smith into a race. Joe Smith won the match but had left again before the green light. In fact, his elapsed time was in the elevens and Jim Cooks run only took 10.20 seconds. It does give the impression that the Harley had a head start doesn't it?

Up North

Fresno Dragway is hosting some great two wheel competitors. The quickest and fastest is a Harley-Davidson that is sponsored by Green Cyclery and ridden by Doug Watson. This Sportster's low elapsed time is a quick 11.11 seconds at 116.42. (Doug Watson and Millard Disharoon would make a great match race). The top stock bike is also from a Harley home. Jack Little is the owner/rider and can boast of a 13.80 elapsed time and 92.30 miles per hour of speed.

A new record has been established at Fresno by Ray Hope's TR6 Modified Triumph with Larry Beintker as rider.

Above: Braverman's Yamaha almost beat the biggest fuelers. Right: Stock Triumph is the fastest and quickest street bike in Southern California.

Photos by Dennis Greene

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The record book now has their names and the numbers 12.56 E.T. and 103.56 mph on the pages.

The 250cc two strokes are not idle in this area and Russ Fogelman has the haulin' Yamaha out of Cecil's Marine to prove it. Russ has a MD/E class trophy engraved with figures of 12.59 — 103.21 for the shop's showcase.

Fresno's next meet is scheduled for November 6th with the gates opening at 8 a.m.

Crystal Ball

Did you know that a crystal ball has two sides? Mine has, and this is the first of two prospective futures I have seen.

Stagnation, with no improvement due to a lack of working individuals for the sport of motorcycle drag racing. Also created by complaints and excessive demands upon the drag strips that still regard us as a lower element of competition.

In one year we have doubled and redoubled the award amounts and sites for competition but we have not raised our members in a like amount. The strips must make profit and we are not the profit makers for strip management. We cannot demand more until we find a way to draw spectators to fill the strip's purses or a failure is inevitable. My Crystal Ball's black shaded side shows failure in the forming of a Motorcycle Drag Racing Association, again due to a lack of working individuals. More people are asking "why do I have to race him, I'd rather make a single run for a trophy?" A lack of trust in the individuals who direct cycle pits and abuse of the privilege of running a bike at the quarter mile strips. Only a few faces appear in this dark side but if the image fits, wear it on your conscience.

Coming Attractions

The rose colored side of the Crystal Ball and some exciting racing for records and ribbons at the different locations.

November 13th, the old record book at Fontana Raceway will be discarded and the day will be devoted to establishment of new drag strip records.

Every second Sunday Drag racing is being held at Madera, Calif., with the motto "dedicated to safety". Watch the calendar for Nov. 13th at Madera.

All bike drag meet at Stardust International Raceway, Las Vegas, Nevada on February 18, 1967 arranged by Reg Sheldrick.

(Results on page 16)

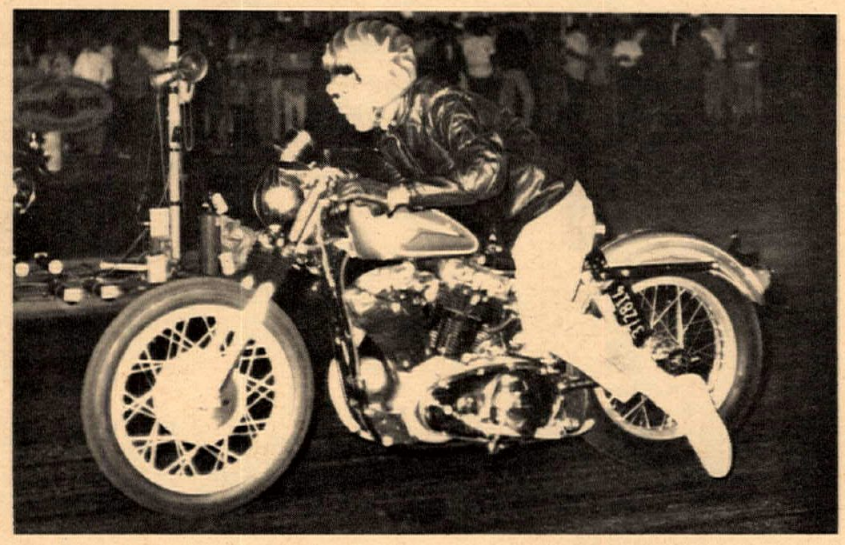


Photo by Don Durbin

Sal Estrada at Irwindale.

TRYING HARD

Some drag racers win on a fairly regular schedule but others do not and are just satisfied with an attempt at getting the maximum performance that their personal mechanical ability can deliver. This is most prevalent among smaller displacement owners, but there are exceptions to that as well.

Willard Lee, Bob Long, Ken La Plante, Jeff Brown, Utterback & Muller are just a small portion of a big handful of motorcycle drag racers that help make it a sport.

ONCE AROUND THE COURSE

By Larry Haley

BUZZARDS STATE CHAMPIONSHIP HARE SCRAMBLES

All week the wind blew on the desert, it rained, it halted traffic, it blew campers over and just raised Holy Old Ned in general.

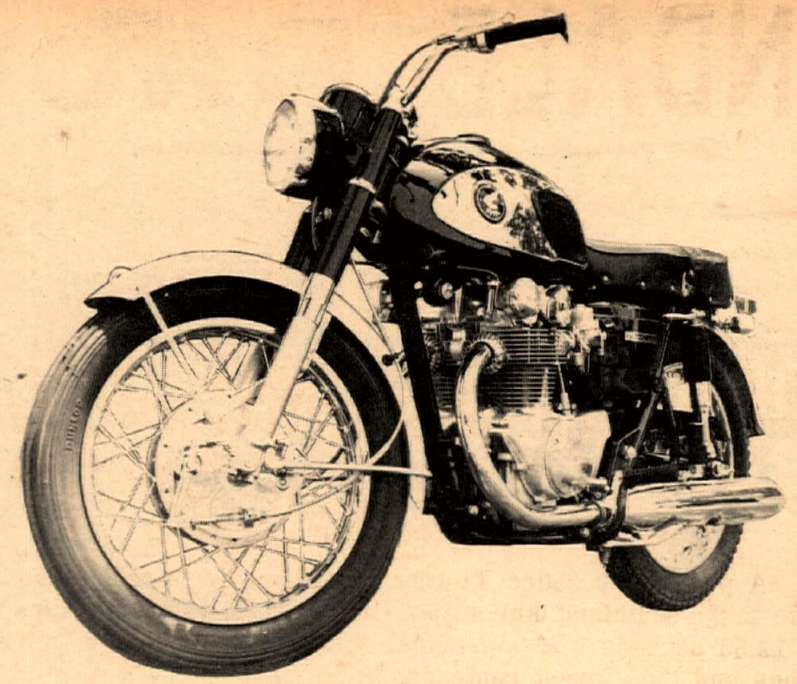
I arrived on the scene at 5:00 p.m. Friday night and it was dead calm and beautiful, not a soul around. It seems I had the whole place to myself.

The next day, Saturday dawned still, calm with a beautiful sunrise. The working crew for the Buzzards have been coming in all through the night plus a few other desert riders. The Buzzards have already left to work on the run while the rest of us just kind of relax around the camp site, shooting the bull and waiting for the sun to get a little higher so it will take the early morning chill off the air. About noon five of us ride over to Red Mountain about 20 miles away as the crow flies and the bikes ride, to get a beer and then we take a leisurely 40 mile loop around the desert and eventually wind up back at the pits about 5 p.m.

Sunday morning, still calm and beautiful, a real hubbub of activity in the camp area, riders signing up making last minute checks on their scooters and then at 9:45 the riders meeting. Larry Bergquist does the honors about what to watch out for and the do's and don'ts.

It's like somebody upstairs watches over us desert riders because at 10 a.m. the wind started to blow which is the thing we all hope for, as it blows the dust off the trail and makes it a little nicer to ride. At 10:10 the banner went down and it was fasssst to the smoke bomb which was located 4 miles out, like homing pidgeons over 300 bikes converged on this big pile of burning tires to pick up the trail, which went over some low hills and up a gully, over a hill that had quite a few rocks on it. Someone had removed a lot of rocks from the trail and I found myself in some pretty choppy stuff as I took advantage of the downhill to try and pass some riders, and wound up way off the trail in a gully that was all boulders and other junk. Well I lucked out and didn't get off. Once I got to the bottom it was flat out all the way to check number 1.

From check 1 we turned onto a road that turned into the desert and into a sandwash and soon more desert terrain and finally into a downhill sandwash that was as crooked as a snake's back. I finally straightened out and man it was fast from there on where it turned out of the wash! We hit the desert again across a road and up this long sloping up-hill clear over a ridge and a turn on top to the left back down into a valley again and the next 5 miles into the pits was really choppy. I rode on the trail, off the trail, and decided to make one of my own. It didn't help; it was just plain choppy. At last the pits, a drink, some gas and off again for another 40-mile loop. The course was well limed and danger marked. It was very fast and I enjoyed riding it.



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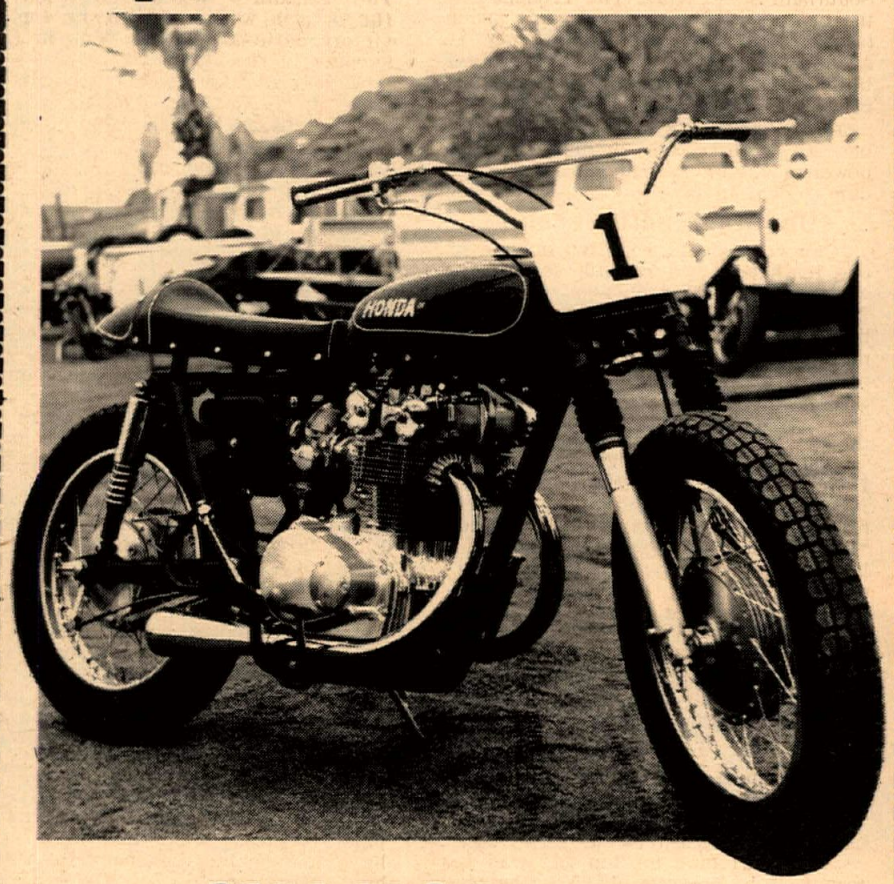

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AFM SCENE

By Tom Finlay

We now have the final points standings from A.F.M. Headquarters. So, here they are through third place in each class.

Class	Rider	Make	City	Points
50cc I	Haruo Koshino	Suzuki Works	Santa Ana	48
	Colin Jones	Honda CR 110	S. Pasadena	26
	Walt Fulton 3rd	Suzuki MR 43	Orange	18
50cc II	John Hateley	Yamaha	Van Nuys	28
	Nick Theroux	Tohatsu	Pacifica	22
(tie)	Mike Capalite	Tohatsu	Huntington Beach	18
	Terry Denton	Ital-Jet	Ft. Bragg	18
100cc	Reg Pridmore	Honda S-90	Santa Barbara	36
	Don Anselm	Yamaha 100	Brea	32
	Pete Dickenson	Honda	Reno	18
125cc	Steve McLaughlin	Honda Cr-93	Covina	39
	Rick Schell	Honda	Walnut Creek	38
	Haruo Koshino	Suzuki	Santa Ana	24
175cc	Ralph Le Clercq	Ducati	Los Angeles	56
	Jim Williams	Honda 160	San Mateo	22
	Dick Tetz	Honda 160	Pasadena	17
250cc	Ron Grant	Suzuki	San Mateo	56
	Ron Pierce	Yamaha	Bakersfield	26
	Haruo Koshino	Suzuki	Santa Ana	24
350cc	Ron Grant	Honda	San Mateo	54
	Art Baumann	Honda	San Francisco	38
	Dick Kilgroe	Honda	Hayward	36
500cc	Al Whitney	Norton Manx	Santa Barbara	45
	Phil Makanna	Norton Manx	Clayton 40	(3 wins)
	Dick Kilgroe	Honda 450	Hayward 40	(1 win)
1000cc (open)	Tom Steele	Triumph 650	Santa Rosa	46
	Bob Cambou	Triumph 650	San Francisco	20
	J.D. Williams	Norton 750	W. Los Angeles	14
Sidecar 1300cc	Jim Sadilek	Har. Davidson	Eureka	50
	Pass. Mark Strong		Sacramento	
	Reg. Pridmore	Triton	Santa Barbara	42
	Pass. Ernie Caesar		Santa Barbara	
	Mike Parti	Triumph Spec.	North Hollywood	14
	Pass. Ed Wade		North Hollywood	

PRODUCTION FIRST PLACE WINNERS

100cc	Georganne Muhlberg	Yamaha 100 twin	San Francisco	43
175cc	Tom Steele	Bridgestone 175	Santa Rosa	36
250cc	Gerry Long	Yamaha YDS3-C	San Francisco	39
350cc	Ken Hickman	Honda CB77	Mill Valley	40
500cc	Fred Muhlberg	Honda 450	San Francisco	60
Open	Paul Bennett	Triumph Bonnev.	San Francisco	34

The following riders, on the basis of over-all points earned in G.P. classes, will be holders of number 1— 10 in A.F.M. competition during 1967.

#1	Ron Grant	San Mateo	140
2	Haruo Koshino	Santa Ana	88
3	Dick Kilgroe	Hayward	79
4	Reg Pridmore	Santa Barbara	78
5	Ralph LeClercq	Los Angeles	64
6	Art Baumann	San Francisco	55
7	James Saditek	Eureka	50
8	Dave Burchards	San Bruno	49
9	Tom Steele	Santa Rosa	48
10	Al Whitney	Santa Barbara	45

A banquet will be held November 12th at Giovinni's in Cotati, California, at which the points awards for 1966 will be presented. If your name is in the results above, you will have an award coming to you. Along with the awards banquet will be the annual A.F.M. general membership convention. Don't be left out. Get your reservations in right away to A.F.M. c/o M.A. Butte, 5946 California St., San Francisco, Calif. 94121. Reservations end October 31st.

All you gamblers save your pennies. The A.F.M. Scene will soon shift to Las Vegas. Follow this column and "News from Nevada" in Cycle News to find out all about it.

TIJUANA TO LA PAS

Lightweight Record

Held By

RON GRANT & GARELLI REX

On Tuesday, Oct. 11, 1966 at 6:00 a.m. Bob Burns (125cc Garelli) Luciano Pozzi (98cc Garelli) & Ron Grant (98cc Garelli) left Tijuana, Mexico to try for the T.T. to La Paz Lightweight motorcycle record riding non-stop, unassisted AND WITHOUT MECHANICAL FAILURE, Ron Grant completed this grueling ride 49 hrs. & 40 min. later in La Paz, B.C. Mexico

(Mr. Burns was 2 hrs. & 15 minutes late due to a fall that broke his wrist. Mr. Pozzi DNF due to a fall which disabled his motorcycle.)

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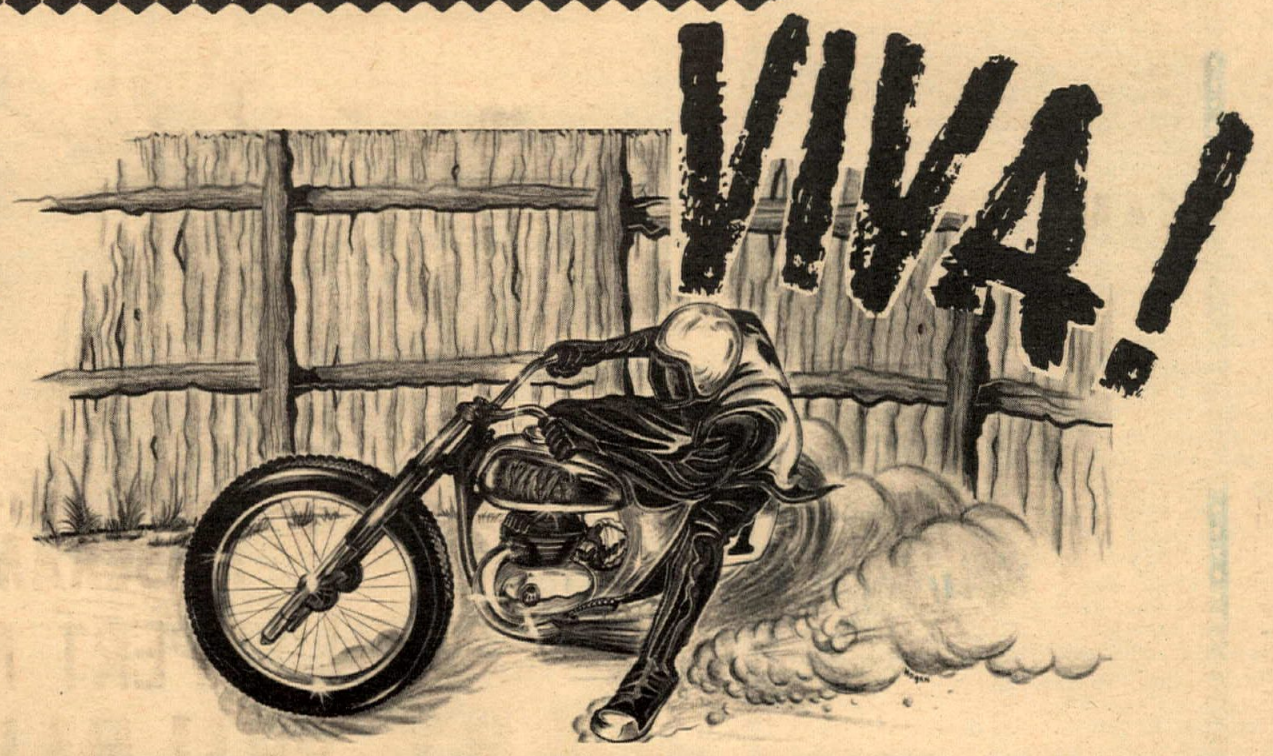
ASCOT HAPPENINGS

The 20-lap Pacific Coast T.T. Steeplechase championship Saturday evening (Nov. 5) will headline a big double-header of motorcycle racing at Ascot Park Friday and Saturday evenings. Both events will start at 8:15 p.m.

The Friday program (Nov. 4) will be the next-to-last flat-track competition of the 1966 campaign. The Pacific Coast steeplechase title race on Saturday will be the concluding race of the season for the tourist-trophy racers.

Managing Director J.C. Agajanian will have a banner field on deck for both outings. The steeplechase chase will lure such standouts as Dick Hammer, Gene Romero, Jack Simmons, Skip Van Leeuwen, Dan Haaby and National steeplechase king Eddie Mulder.

Sammy Tanner, Haaby, Romero, Hammer, Ralph White, Guy Louis, Chuck Jones and Elliott Schultz will headline the flat-track action.



MONTESA

WATCH MONTESA AT HOPETOWN

AMC PURCHASE

Villiers, the British engine manufacturing firm, has taken control of Associated Motor Cycles according to the London motorcycle newspaper **Motor Cycling.**

AMC is England's second-largest motor cycle manufacturer. It makes Norton, AJS, Matchless, James and Francis Barnett cycles.

The company has been in financial trouble, and went into receivership in August. Actual owners will be Villiers' parent company, Manganese Bronze Holdings.

The deal gives Villiers AMC's manufacturing and production rights, but not its two factories and Birmingham and Woolwich.

Motor Cycling quoted a Villiers spokesman as saying, "Presumbably we shall lease the Woolwich factory to continue production."

"The main thing is that we have saved these famous marques. And we are going to keep them going."

Villiers may have been influenced to purchase AMC by the fact that James and Francis Barnett cycles use Villiers engines. Failure of AMC would have caused a sizeable drop in sales for Villiers.

Suzuki (Great Britain), a subsidiary of AMC, was not involved in the purchase. The import firm is now controlled by a banking group.

WHO OWNS THE AMA?—Continued

Now there are at least 2½ million cycles registered and the AMA boasts only 90,000 dues-paying members. Like the prehistoric dinosaur, the body of the sport has grown all out of proportion to its head. We wanted to find out if the AMA was merely a little behind the times, or was it slated for extinction. To survive, it seems obvious, the AMA has to "grow up" all of a sudden and meet its responsibilities as the leader of the sport.

WHO OWNS THE AMA?

A few changes within the past year seem to indicate an awareness of this fact on the part of the owners of the AMA. It is not generally known that the rider association is not established as a non-profit corporation. Exactly who owns the controlling stock in the AMA is a secret as difficult to learn as the mystery of the sphinx. According to president Bill Kennedy (who hails from Massachusetts but is not related to the late U.S. President of the same name), the AMA is "Probably owned by the directory of the Association." No one seems inclined to come right out and state the names of the major stockholders, and we are not going to guess their identities in print. But the conservative policies of the AMA do seem to parallel to a great extent the conservatism of the Harley-Davidson Motor Company.

If the Davidson and the Harley families do in fact control the AMA's policies, they probably deserve the sincere gratitude of past and present motorcycle sports enthusiasts. For during the very thin years when the Indian company went down the tubes, H-D and its major suppliers, including Mr. Kennedy's employer Rex Chainbelt, almost singlehandedly kept the flame of the Association from flickering out and plunging American motorcycling into utter chaos.

Even today the companies that stuck with the rider's association through thick and thin contribute leadership and possibly even money to keep the national sanctioning body operating for the sport. In addition, the same companies, joined by many others, contribute a share of their profits to the Trade Association, which is a non-profit corporation and which also works for motorcycling as a whole.

In the Central Ohio area (in fact, throughout the midwest) the Association enjoys the wholehearted loyalty of its $2. members. Not to belong to the AMA is to be an "outlaw", an epithet that makes westerners cringe. (On asking and being told that the competing American Cycle Association claimed to have 1,000 members, an Ohio native murmered, "Gee, that many guys in an outlaw bunch?")

Being able to take their problems directly to the headquarters of the sanctioning body, the midwest riders enjoy a rapid exchange of sanctions, decisions, communication and services from the AMA, and as a result the midwest clubs are more inclined to groan and bear it when the rules occasionally pinch their plans.

In New England, the far South and the West a system of local semi-autonomy has been developed that seems to work much better than petitioning the AMA headquarters by long distance. Columbus decides the main lines of licensing, race-date scheduling, basic rules and scorekeeping on a national scale and the local district sports committees, where they exist, determine local variances to suit their particular situations. For a long time this system has worked out well enough. But when too many variances come to the attention of AMA officials, through protests from other riders, they insist that the rulebook must be followed as it is written.

Currently California's District 37, comprising the L.A. area, has been in the spotlight, mainly in Cycle News, and the glaring discrepancies between the way things really are and the way the rulebook says they have to be, are obvious to the nation.

Indeed, no constitutional means of amending the rules is open to the members. Competition Committee men, appointed by the management, write the rules; the Executive Secretary and his appointees enforce them. The wonder of this system is that it works as well as it does.

The AMA derives much of its income from the $2 membership sent in by the riders. Until the newly appointed Executive Secretary Bill Berry took over, it used to take as long as six weeks to process a membership and send the new member his official AMA identification card and lapel pin. Now the system is humming efficiently and each day's average of 300 membership applications are processed in 24 hours. Going through an elaborate process, each member's name and information is recorded on an Addressograph plate to be used only once, when the card is printed, and then stored in files at the Headquarters. Much of the office space in the present building at 5030 N. High Street is occupied by the hundreds of thousands of nameplates in neat metal files. There is talk of raising the membership fee and sending each member a free subscription to the Association magazine, "American Motorcycling."

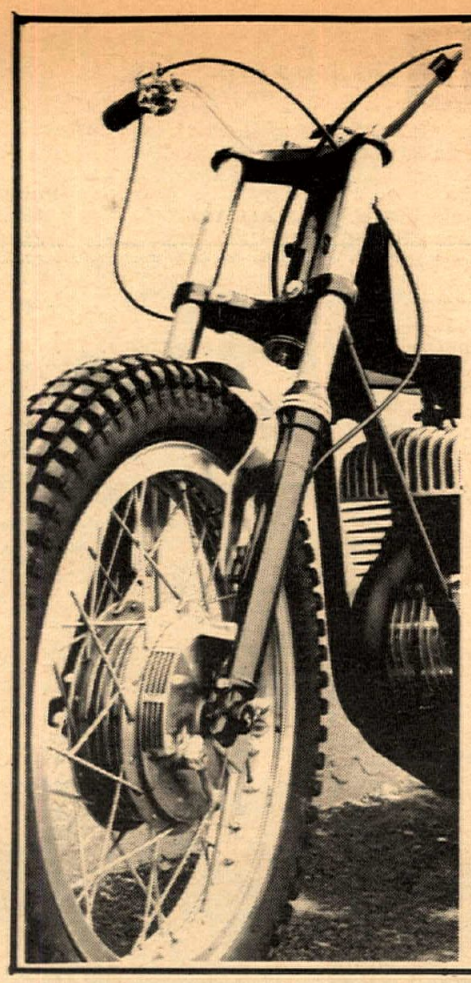
The magazine occupies offices along the east wall of the AMA building. Editor Al Iselin, a greying, dignified man, is also fairly new to the job but already has it well in control. He sends out American Motorcycling by means of an ancient Elliot addressing machine. Circulation is now about 12,000 copies monthly.

Along the west wall, facing High Street, are the offices of the club secretary, Jules Horky's competition manager's office with the national sanction calendar covering one wall behind his desk, and Berry's office.

All the employees we met at the AMA headquarters seemed proud and enthusiastic, with a pride and enthusiasm that seemed to come from the recent change of management and improvement in their working conditions.

NEW HEADQUARTERS FOR THE AMA

Part of the reason for this noticeable **esprit de corps** was the imminent move to a modern new building that the AMA is planning. Berry showed us the new headquarters, in company with Mr. Dick Carpenter of the Trade Association's public relations firm. We could not but agree that the bright, three-story colonial style building would help improve the image in a great big way. The future address, scheduled for next April, will be 5637 N. High Street, Worthington, Ohio. The new building is about two miles north of the present headquarters.



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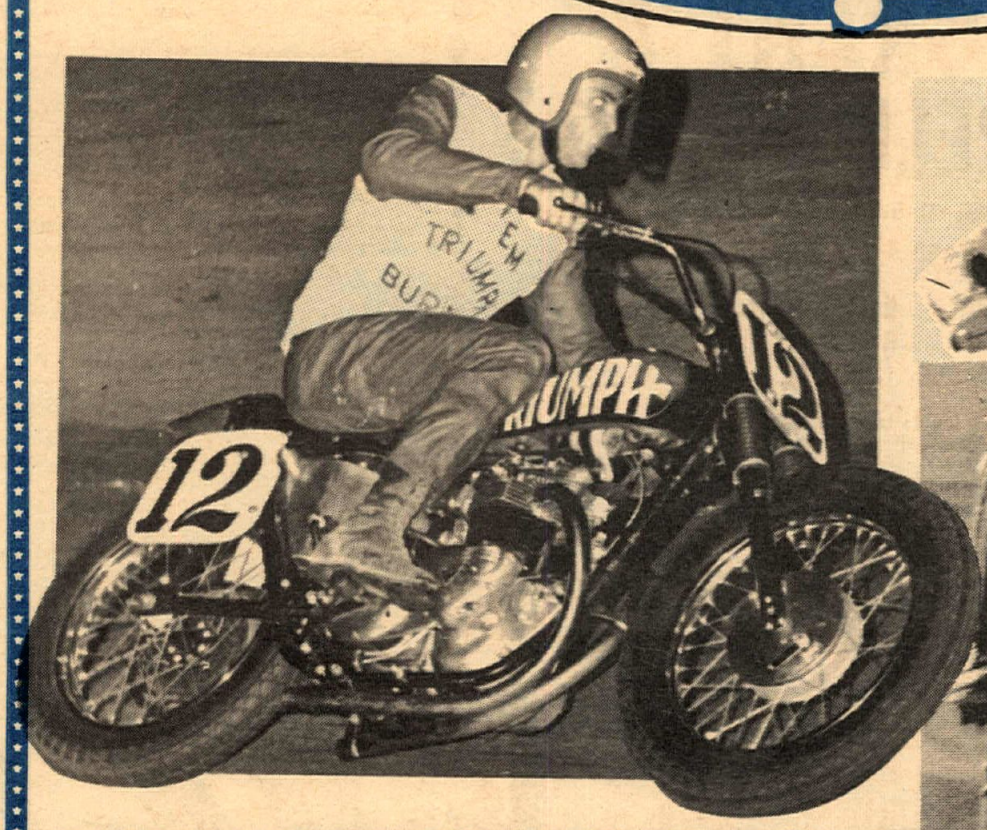

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NIGHT LIFE AT ELSINORE

By Robert Bradford

Ace novices S. Rogers and D. Kuhnhoff with Honda & Bultaco show quite sensitive control with a couple of young teeners who are quite flashy. And D. Russell does wail on his Montesa showing how a medium bike can haul pretty fast.

BSA's fought it out as R. Jarrett forged his groove to win the 350cc novice class on his Honda. Hey, "Goofy" John was also in there & did show 'em how. The 500 & open novice runs were expertly displayed as R. Stinnett hauled away honors on a BSA while Mr. Fish leaped around O'Neals Matchless on a Norton to gain a chance at the sweepstakes.

Amateur & Expert events were exciting with Rogers again blasting away on a beautiful Honda. Next, a mellow-yellow Bultaco, hauled out first in the 250cc class, ridden by T. Donaher followed by T. Warren who should have won, except for leaning it up high and "stiffing it" on turns. BSA mounted M. Harper took a straight lead to cop the open Amateur and Expert event, but "King Fish" swept into the sweepstakes and spent 4 laps looking back (except over the jumps). Surprised by the jumps, a Montesa went off into its own groove with the riders left leg newly hurting.

Broken forks resulted when two lightweights collided near the finish and one rider remarked "hey, where's my bike?" The first turn was also "crashy" as a big bike hurtled up and over the stack of tires. He's ok.

Showing up fancy, Terry Donaher slides his Bultaco back in the groove.

"Oldman" Jim Gilchrest outflankes a whole bunch of teeming mates.

Photos by Paul E. Lambert

Here we see determination on the part of 490mx Dave Kuhnhoff with Paul Coberly 615x doing a tast of his own.

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Tom Warren 817x shows how it's done on the hi groove as another Bultaco feels out the turn.

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Wow, a small group of only 150 motorcycle guys, racing, enthusiasm at its peak and a track which will indeed, spur courage. That was Elsinore Race Track last Saturday night.

Yes, the course is out there among those rolling hills, waiting for knobby's and nerve to meet and stretch forth. A long labyrinth of generated lights follow around the track (about seven eights of a mile and 5 laps for all events). You can see and feel the upcoming jumps and (you'll see) its all so neat because tires surround "the way" on both sides and dust is actually at a minimum, while spirit verges on the maximum.

Elsinore is really an exciting race track and rewards are quite obvious, (if you can find the place). Track manager Tom Paschal has kept Elsinore moving and improving this year. The race track is a left turn off Hwy. 71, east of the Perris turn off and if you are planning to go, get started before dark or you may have trouble finding it.

(Results on page 16)

NEWS FROM NEVADA

Near Nipton, California 52 miles south of Las Vegas, at the Bailey Rd. offramp, there is a small mining community called Mountain Pass. Not much bigger than a trailer park, this community has a couple of very unusual things going for it. The Molybdenum Corp. of America have here the only rare earth metal mine of its kind in the world—and the Hill & Gully Riders M.C. have the only scrambles track of its kind in the world.

The Hill & Gully track is well named. Last week's scrambles was a blast from the spectators view, and a rough go for the riders. It was a track that called for cool riding and fast thinking.

A big thanks goes to Mr. H.D. Bailey, Manager of the mine, who gave the club use of the land to build the track, lent equipment and saw to it that an ambulance was in attendance. I was told that lacking a few of the necessary tools, club members manicured the track surface with brooms, shovels (and mucho elbow grease) to prepare for the races.

It was a day marked by a number of interesting sidelights: Vegas Yamaha dealer Al Titus made his first appearance on the track and rode to a 5th place finish. And Al just got over a hospital type illness 10 days ago!

Mike Whittington rode his first race on a Honda pushrod 90 and after a spill or two managed a 3rd place finish in the 100cc Jr. class. Bultaco rider Chuck Hatcher won his first 1st place trophy taking the 250 Novice main event.

Las Vegas' favorite starter Gene Drew waved off the 100 Jr. class. Hard riding Robert E. Lee, came south on his Suzuki 50 and rode to the victory. Maybe if novice rider Mike Wittington's battery hadn't failed while he was leading the 3rd heat, Robert E. might have wound up in 2nd instead of Sam Lee. Third was Mike, 4th place to Norm Hanson.

Again the 100cc Sr. was won by Danny Sromalla (Honda) who swept 2 of 3 heats by a wide margin. Bob Tooley (Yamaha) took the 3rd heat and a second place finish. Danny Darland (Hodaka) unloaded in the 3rd Heat but managed a 3rd place finish.

250 Novice main honors to Chuck Hatcher (Bultaco), 2nd, Chris Lee and third, Tom Jones.

A good showing was made by the desert riding Groundshakers M.C. of Las Vegas who are very rarely seen at a track meet. Casey Folks showed up on a spanking new Jawa CZ but it didn't perform the way its desert master hoped. Riding the 250 Amateur class Casey had to settle for a 4th place spot in the main. 1st place trophy went to Bob Tooley (Bultaco). Bob rode this race most of the time, like he was completely out of control, but no denying his riding ability. He clung to the bike and track throughout the heats and main and finished with a good lead ahead of Expert Terry Grieble (Bultaco). Third place to Dan Harnett.

Nipton racers were nip-and-tuck as photo above bears out.

Hare Bites Hound

Mike Chadburn, who rides about on the cleanest looking Triumph in these parts, took all 3 heats in the open class. Dutch Cunningham in the 2nd heat joined a game of real hare and hounds. During the 2nd heat a dog chased a rabbit across the path of the oncoming cycles. Unable to avoid it, Dutch's cycle entered the chase with disasterous results to the dog. The hare got away clean but "endsville" for the hound.

To sum up the day...a good time was had by all (except one) concerned. Met a couple of riders, John Burch and Ron Mallory of the Mojave M.C. Club of Kingman, Arizona who have raced here before and welcomed back Fred Sikorsky of Las Vegas who has been off the scene for a few months.

Countdown For Stardust G.P.—Drags

Big news from Nevada this week concerns m.c. races at the Stardust International Raceway at Las Vegas.

Motorcycles WILL run at the Stardust next year. First event will be an all bike drag session set for Saturday, Feb. 18. With the assistance of Bob Ebeling, Cycle News' intrepid Drags Columnist, we will present an all day program featuring the biggest, boldest m/c dragsters from California, Arizona and points east. Feb. 19th, Sunday, will feature Grand Prix racing under the A.F.M. banner. Details will be announced in Cycle News as the weeks go by.

Next year promises to be the biggest and best season of motorcycle racing and other m/c fun activities ever held in Nevada. New tracks, night races, road racing and pro events are in the planning stage. In 1967 "Look to Las Vegas" will be the word in motorcycle circles. For Stardust and all other events, further information can be had by dropping me a line at P.O. Box 5511 Las Vegas, Nevada.

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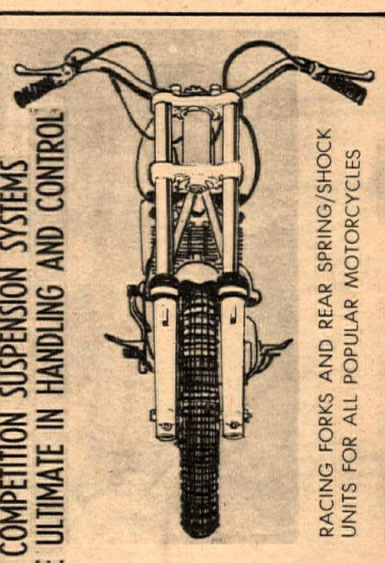

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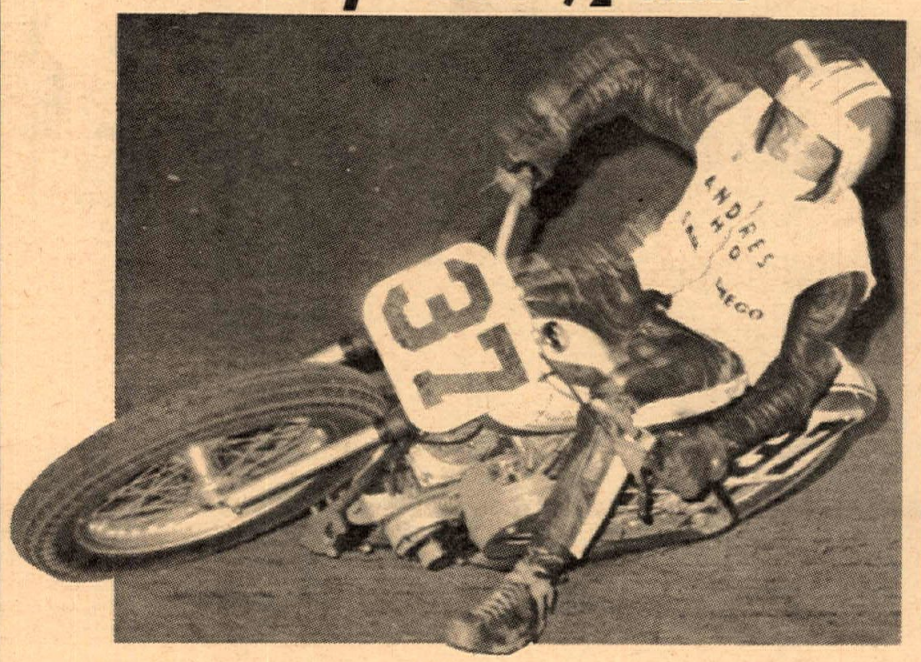

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2 nd Cal Rayborn - H-D sprint
"B" Main
1st Butch Corder- H-D Sprint

RESULTS

NOMADS M.C.
Prado Park

50cc AMATEUR
1. Bob Peck — Hon
2. Kurt Lewis — Hon
3. Scotty Coyne — –

50cc EXPERT
1. Kirk McDowell — Hon
2. Tony Mason — Yam
3. Dale Smith — Hon

80–90–100 AMATEUR MAIN
1. Brad Syutz — Hon
2. Phil Wood — Yam
3. Steve McMahan — Yam

80–90–100 MOTO
1. Kirk McDowell — Hon
2. Dale Smith — Hon
3. Hayward Mendenhall — Yam

125cc AMATEUR EXPERT
1. Rollie Clark — Bul
2. Fred Edwards — Yam
3. Paul Hopkins — Bul

175cc AMATEUR-EXPERT
1. Dave Ham — Bri
2. Lawson Pedigo — Bul
3. Dave Brooks — Bul

200 AMATEUR MOTO
1. S. Coloumbus — Bul
2. Joe Kennetham — Bul
3. Chuck White — Bul

200cc EXPERT
1. Jeff Runyun — Bul
2. Brad Stanley — Bul
3. Dick Mills — Bul

250cc NOVICE MAIN
1. Dewayne Lundburg — Bul
2. Ron Moore — Bul
3. Pete Antesta — Bul

250cc AMATEUR MOTO
1. Chuck Coye — Hus
2. Bill Griffen — Bul
3. Wes Paterson — Hon

250cc EXPERT
1. Carl Patrick — Bul
2. Dave Ham — Mon
3. John Sprague — Bul

500cc NOVICE MOTO
1. Jerry Heylik — BSA
2. Karol Snow — BSA
3. Lewis Wolf — BSA

350-500 AMATEUR MAIN
1. Tony Simon — Hon
2. Mike Chamberlain — Tri
3. Jerry Johnson — Hon

350-500 EXPER T MOTO
1. Clyde Lytch — Hon
2. John Heyneman — BSA
3. Orvil Sparks — Tri

OPEN NOVICE MAIN
1. Ron McDanials — Tri
2. Tom Carrol — Tri
3. Nick Delganis — Tri

OPEN AMATEUR MOTO
1. Ben Fakkeldy — Tri
2. Bill Fraley — Tri
3. Bill Branson — Tri

OPEN EXPERT MOTO
1. Bill Riley — Tri
2. Gary Parker — Tri
3. Larry Wilburn — Tri

SIDE HACKS
1. Jerry Pierson, Gary Weber — Tri
2. Robert Grauber, Robert Allen — Vel
3. Joe Heithe, Don Miller — BSA

Bakersfield Reveliers M.C.
HILLCLIMB
October 23, 1966

90cc
Larry Silva,130 San Jose — Suz
Manuel Ponte,95 San Jose — Hod
E.C. Birt, 90 Los Angeles — Hod

200cc
Joe Ponte, 215 San Jose — BT
Robt.Timberlake,165 Anaheim — Bul
Dean Lyles, 164 Lamont — Hon

250cc
Midge Griffith,178 Bksfield — Duc
John Preble, 147 San Jose — Yam
Mike Graziano,140 San Jose — Bul

350cc
Mickey Collins,199 Bksfield — Hon
Mil Cunha, 193 Bakersfield — Hon
Roger Voyles,188 Bksfield — Hon

500cc
Ed Beutler,6.36 sec.,Crmchl. — Tri
A.Rosingana,6.90 s,San Jose — BSA
J. Danford,6.94 s. Bksfield — Hon

650cc
Dick Bertolusci,5.80 E — Tri
Albert Ponte, 5.90 E — Tri
Mickey Baugs, 6.11 N — BSA
Rick Blake, 6.25 N — Tri
B. Borough, 4.42 — BSA

OPEN CLASS
Albert Pone, San Jose — Tri

October 30, 1966 — LIONS DRAGS

TOP FUEL: Perry & Scotty — Tri 10.24–151.00
RUNNERUP: Sonny Raslawski — Har 10.29–144.00

A/STREET: Grant Hannah — Tri 12.53–105.14
D/STREET: Bob Long — Hon 13.57– 94.43
E/STREET: Kurt Leonard — Hon 14.36– 92.49
F/STREET: Dennis Gorden — Duc 15.62– 81.89
G/STREET: Keith Mayhue — Moto 17.98– 67.36

A/GAS: Ed McDonald — Har 12.01–111.21
C/GAS: Bruce Miller — Hon 13.13– 97.50
E/GAS: Bob Braverman — Yam 12.50–102.38
G/GAS: Gerry Korman — Bul 15.54– 79.29

IRWINDALE DRAGS
October 29, 1966

TOP FUEL: Murray & Cook — Tri 10.20–150.25
RUNNER UP: Bob Micheals — Har Pushed ¼ mile

TOP GAS: Millard Disharoon — Har 12.16–116.27
RUNNER UP: Bob Braverman — Yam 12.58–100.78

TOP STREET: Al Sherwin — Har 13.12–102.38
RUNNER UP: Dick Strickland — BSA 13.37–100.33

A/GAS: M. Disharoon — Har 12.16–116.27
B/GAS: Nira Johnson — Tri 12.79–113.63
C/GAS: Len Jasmin — Tri 13.49– 97.93
E/GAS: Bob Braverman — Yam 12.58–100.78

AA/STREET: Ken Coburn — Har 16.95– 72.99
A/STREET: Al Sherwin — Har 13.36–102.15
B/STREET: Dick Strickland — BSA 13.37–100.33
C/STREET: Harry Couch — Tri 14.88– 86.04
D/STREET: Lawrence Abatle — Hon 14.73– 87.63
E/STREET: Vince Rowles — Suz 14.06– 90.54

ASCOT Short Track

The Ascot half-milers cut themselves down 50% in size last Sunday afternoon for the first time and tried on an invasion from northern Calif. and the well

(Continued on page 18)

ASCOT SHORT TRACK
Sunday, Oct. 30, 1966

HEAT RACE WINNERS
Phil Cancilla — Suz
Cal Rayborn — H-D
Jack O'Brien — H-D
Jim Odom — Suz**
Ivan Oden — Hon
Elliott Schultz — Hon
Chris Draayer — H-D
Mike Lithicum — Hon**
Roger Goldthwaite — Bul*
Gene Romero — H-D
*Denote amateur
**Denotes novice

TROPHY DASH
1. Chris Draayer — H-D
2. Jim Odom — Suz
3. Cal Rayborn — H-D
4. Marty MacDonald — H-D

15-LAP FEATURE EVENT
1. Chris Draayer — H-D
2. Cal Rayborn — H-D
3. Jim Odom — Suz
4. Gene Romero — H-D
5. Eddie Wirth — H-D
6. Phil Cancilla — Suz
7. Marty MacDonald — H-D
8. Clyde Litch — Hon
9. Mike Morton — Suz
10. Mert Lawwill — H-D
11. John Tibben — H-D*
12. Bob Bailey — Hon*
*Did Not Finish

10-LAP "B" FINAL
1. Butch Corder — H-D
2. Duane Francisco — Bul
3. P. Conserriere — Yam
4. Dallas Baker — BSA
5. Jack O'Brien — H-D
6. Mike Litchicum — Hon
7. Ivan Oden — Hon
8. Shorty Seaborne — Yam
9. Swede Savage — Mon
10. Len Earl — H-D
11. Ralph White — Mon
12. Roger Goldthwaite — Bul

SAN GABRIEL VALLEY
Saturday, October 28, 1966

EXPERT MAIN
1. Eddie Muler — Tri
2. Skip Van Leeuwen — Tri
3. Gene Romero — Tri
4. Jack Simmons — Nor

AMATEUR MAIN
1. Rich Thorwaldson — Tri
2. Jim Berry — Tri
3. Butch Landguth — Tri
4. Gary Bailey — Tri

NOVICE MAIN
1. Jim Odom — Suz
2. Dan Reed — R.E.
3. John Sprague — Bul
4. Mike Lithicum — Hon

ELSINORE TT
Saturday night, Oct. 29, 1966

100 NOVICE
1. S. Rogers — Hod
2. E. Olsen — Hod
3. D. Hensley — Hon

250 NOVICE
1. D. Russell — Mon
2. D. Kuhnhoff — Bul
3. B. Bates — Bul

200 NOVICE
1. D. Kuhnhoff — Bul
2. T. Rockwood — Bul
3. R. Killingsworth — Bul

350 NOVICE
1. R. Jarrett — Hon
2. R. Nichols — BSA
3. J. Youngblood — BSA

500 NOVICE
1. R. Stinnett — BSA
2. J. Vontesmar — BSA
3. J. Myers — Vel

OPEN NOVICE
1. R. Fish — Nor
2. R. O'Neal — Mat
3. B. Tondro — Tri

100 AMATEUR–EX
1. S. Rogers — Hon
2. L. Sherrill — Bul
3. D. Bolton — Yam

250 AMATEUR–EX
1. T. Donaher — Bul
2. T. Warren — Bul
3. R. Peel — Bul

OPEN AMATEUR–EX
1. M. Harper — BSA
2. A. Anderson — BSA
3. J. Hart — Tri

SWEEPSTAKES
1. R. Fish — Nor

SOUTH GATE CHAMPIONSHIP
October 27, 1966

100TD
Paul Wilde — Yam

250TD
Rick Woods — Duc

50 MAIN
Paul Wilde — Yam
Jim Raymond — Hon
Ken Layne — Hon
Jerry Robinson — Hon

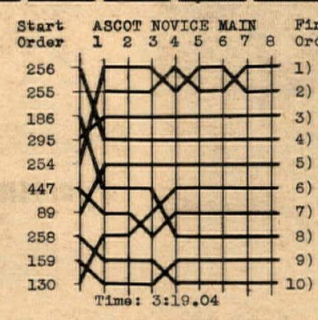
100 MAIN
Paul Wilde — Yam
Gary Calkins — Yam
Chuck Saxton — Hon
Ron Taylor — Yam
Rick Woods — Yam

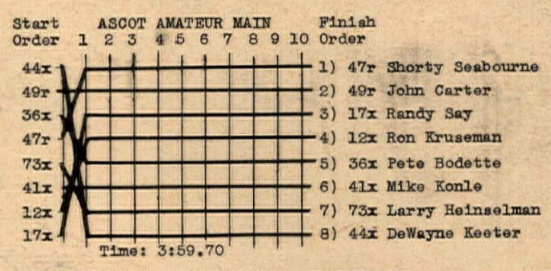
B 250 MAIN
CoCo Campbell — Hon
Jim Connolly — Mon
Chuck Saxton — Hon
Tom Wood — Hon

A 250 MAIN
Keith Mashburn — Gre
Rick Woods — Duc
Lee Stumpenhaus — Gre
Mike Tillman — Hon

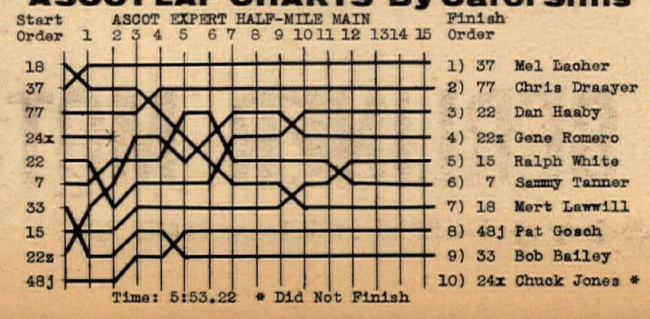
250 TD
Keith Mashburn
Lee Stumpenhaus
Mike Tillman

100 TD
Gary Calkins
Jim Raymond





ASCOT LAP CHARTS By Carol Sims



BULTACO BUILT·TO·GO

Dyna-mites M/C - Hare Scrambles
OCTOBER 30, 1966

1st 250cc EXPERT - 10th OVERALL
BILL MESSER - BULTACO

1st 250cc AMATEUR - 11th OVERALL
CHUCK GATES - BULTACO

1st 250cc NOVICE - 21st OVERALL
GEO. WALKER - BULTACO

1st 200cc NOVICE
CHARLIE McCOY - BULTACO

Prado Park-TT Scrambles - 4 Aces & Sportsman M/C 's
October 30, 1966

250 EX. MOTO
1. C. Patrick — BULTACO
2. J. Sprague — BULTACO

250 NOV. MAIN
1. R. Walter — BULTACO
3. D. Stroman — BULTACO
4. T. Palmer — BULTACO
5. J. McGafferty — BULTACO

200 AM. MOTO
1.m C. White — BULTACO
2. S. Colombero — BULTACO
3. R. Durkee — BULTACO
4. T. Warren — BULTACO
5. K. Klafs — BULTACO

250 AM. MOTO
1. J. Lohoff — BULTACO
2. K. Sparkman — BULTACO
3. M. Zaustiak — BULTACO
4. B. Griffen — BULTACO

200 EX. MOTO
1. ? ? ? ? ? ? — BULTACO
2. W. Smith — BULTACO
3. B. Stankey — BULTACO
4. J. Hamilton — BULTACO

125 AM-EX MOTO
1. R. Clark — BULTACO
3. P. Hopkins — BULTACO
4. M. Pierce — BULTACO

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SEMI-FINAL NEWS FROM AMA MEET

Right up until press time the AMA Competition Committee and some of the Association's executives are meeting in Columbus, Ohio for the annual rule-changing festivities. Here are the preliminary changes that came out of the first two days of conference:

TOUR AWARDS REINSTATED FOR ROAD RIDERS

AMA tour award shoulder patches are already being sent out to participating clubs for 1966 and to AMA President William Kennedy assumes that "The tour awards will be continued for 1967." AMA makes no charge for the attractive, machine-stitched shoulder patches and every club entitled to them may obtain some by writing to the AMA at 5030 N. High St., Columbus, Ohio.

NEW HEADQUARTERS FOR THE AMA

In April, 1967, if all goes according to plan, the AMA will move into a new 3-story building at 5637 N. High Street, Worthington, Ohio. The lease has been signed and city officials have agreed to rename the colonial style, brick edifice in honor of its chief tenant, the American Motorcycle Association Building.

MORE STAFFERS FOR AMA OFFICES

Candidates for two important new position in the AMA administration were being interviewed in Columbus last weekend. These may be the long-promised assistants that will free the Executive Secretary and other managers from minor duties and allow them to concentrate their talents on the most important matters.

NO NATIONAL CHAMPIONSHIP SCRAMBLES

Unless a minor miracle happens, there will again be no National Scrambles Championship sanction issued in 1967. "Distances are too far for a representative field of riders to travel and local racing conditions vary too greatly" were the chief arguments against it.

JULES HORKY HONORED FOR 20 YEARS SERVICE

At a dinner near Columbus Saturday night Jules Horky, competition coordinator, was presented a token of appreciation for his 20 years of service with the AMA. Former Executive Secretary E.C. Smith, now director of the Charity Newsies fund, made the presentation.

PROFESSIONAL/AMATEUR RULE

350cc LIMIT

40% PURSES

PROFESSIONAL PRIORITY

(See complete report in Cycle News next week)

REMEMBER ! LAGUNA SALADA
NOVEMBER 5 & 6
POST ENTRIES ACCEPTED
18 miles E. of Mexicali on on Mexican Hwy. 2

POKER RUN & FIELD MEET
EVERYONE ELIGIBLE
for further information watch Cycle News next week or call Merv Parso at GA 3–1433

SAN FRANCISCO
BROOKS HALL
1966
INTERNATIONAL SPORT CYCLE EXHIBITION
DEC. 15–18
11:00 A.M. – 11:00 P.M. DAILY

TRIUMPH BREAKS LAND SPEED RECORD (191.302) AT BONNEVILLE!
The team of Murray and Cook hit the salt at Bonneville to break the land speed record for unstreamlined motorcycles. They also hold the quarter mile drag strip record at 157.89 (E.T. 9.67).
The Man Who Built The Record-Breaker Heads Up Our Triumph Department
Boris Murray, the man who built, tuned and serviced the record busting TRIUMPH heads up our TRIUMPH service department. You get the same expert workmanship on your cycle that went into the making of a champion. Stop in today! Boris has all the answers.
FOOTHILL MOTORCYCLE CENTER
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Like Father...Like Son

Norton

Sprockets M/C TT Scrambles Bakersfield, Oct. 16 Open Am-Ex Main

DUCATI
The Thoroughbred of Motorcycles

1st Al Griffith & Norton

Bakersfield Reveliers M/C Sportsman Hill Climb - Oct. 23 250 cc Class

1st Midge Griffith & DUCATI

BERLINER MOTOR CORPORATION
RAILROAD STREET and PLANT ROAD • HASBROUCK HEIGHTS • NEW JERSEY

ASCOT SHORT TRACK Cont. from 16

experienced short trackers from the local ACA group.

The Kamikaze pilots, who are used to riding the bigger jobs every week, once again gave a display of riding and a public showing to the fans in the stands and over a million people watching TV, why they are still the best going when it comes to racing on a dirt oval on any size cycle and any size track.

They won six out of ten heat races, took three out of the four places in the trophy dash and then capped off the first Ascot short track by taking ten of the top twelve places in the 15 lap "A" final event.

Northern California did not have its two aces, Dick Dorresteyn and Rich Faria, entered for some reason but did send well seasoned Butch Corder, Phil Cancilla and Duane Francisco, plus a novice by the name of Jim Odom.

Rapid Novice

Surprisingly it was up to Odom to carry the northern honors and that he did doing an extra fine job of riding all afternoon against the seasoned veterans from the south.

The Suzuki green plate won his heat race, placed second in the trophy dash and then ran a solid second in the 15 lap feature that hosted the front runners from the four semi-main events.

Class of the entire field was Chris Draayer who posted the fastest heat race time, won the dash and then came back to run away with the feature main event of the afternoon.

The closest race of the day came in the "B" final, made up of riders who did not finish high enough in the semi's to transfer to the "A" final. Butch Corder tagged Duane Francisco for the win on the last lap and the two crossed the line tied together.

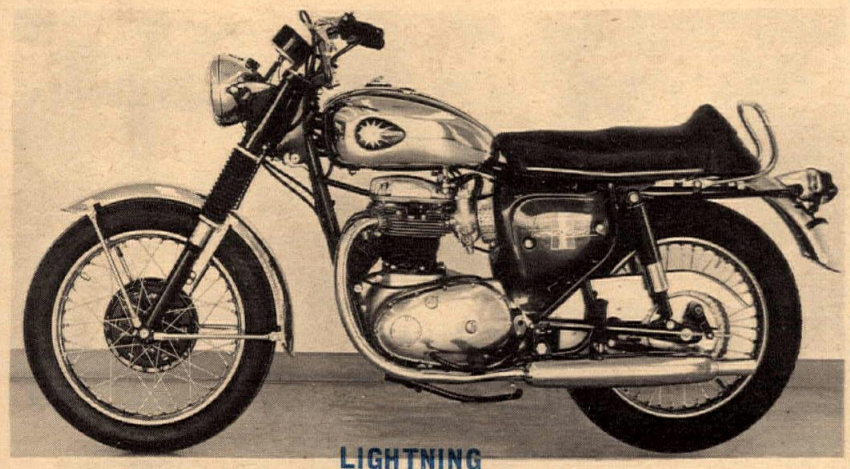
Lots of Entries

110 riders showed up for the first Ascot short track to prove once and for all that there are more than enough riders and lightweight machines in the area to hold this type of race on a more regular basis.

The TV people (Channel 5) who taped the show, stated afterwards that it was their best show by far for the followers of the tube. A good indication of more to come in the near future.

(Results on page 16)

RIDE BSA



LIGHTNING

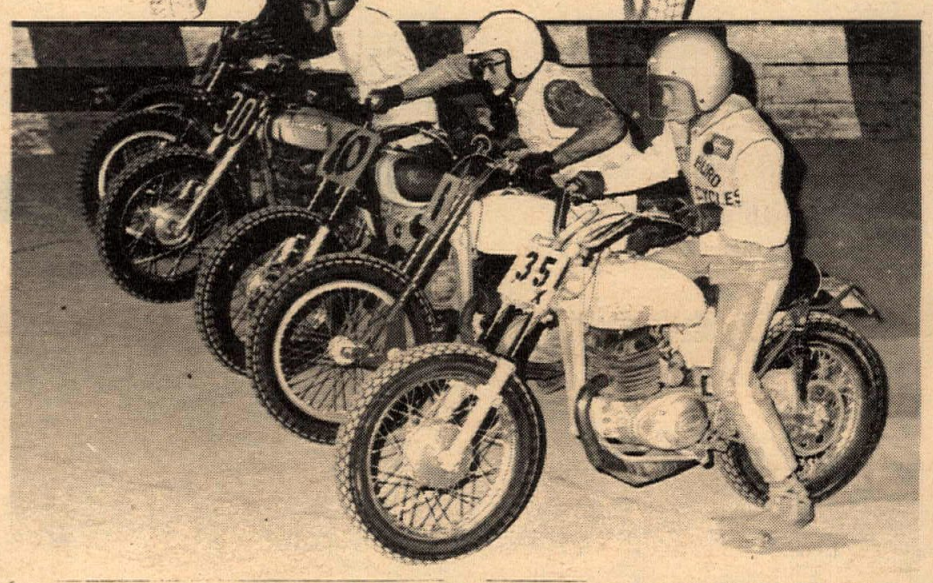
TODAY

SPECIFICATIONS: Special pistons, Alloy valve guides.

Engine: Vertical twin — air cooled — light alloy construction
Carburetion: Two 1 5/32" Amal Monobloc
Ignition: One coil-battery-contact breaker
Horsepower: 53
Electrical system: 12 volt, AC/DC
Exhaust system: Twin downswept pipes
Gearbox: 4 speed with footchange
1st gear — 2.51 (final — 12.12)
2nd gear — 1.60 (final — 7.79)
3rd gear — 1.14 (final — 5.58)
4th gear — 1.00 (final — 4.87)
Speedometer: 150 mph
Tachometer: 10,000 rpm
Wheels: Front — WM2 x 19
Rear — WM3 x 18
Tires: Front — 3.25 x 19 Dunlop ribbed
Rear — 4.00 x 18 Dunlop K70
Color: Flamboyant red, white pinline trim and lots of chrome
Clutch: Multiple disc,
Bore x stroke: 75mm x 74mm
Displacement: 654cc (40 cu. in.)
Compression ratio: 9 to 1
Valve gear: Overhead valves
Cam design: Full performance
Engine x clutch ratio: 2.07 to 1
Gearbox countershaft sprocket: 20T
Bolt-on rear wheel sprocket: 47T
Wheelbase: 56"
Over-all length: 85¼"
Ground clearance: 8"
Weight: 390 lbs.
Seat height: 33 inches (unladen)
Seat: Dual style
Center stand/side stand:
Gas tank: 3 gal.
Oil tank: 2½ quarts
Handlebar: Hi-western design

BSA MOTORCYCLES - WESTERN
Box 337 - 2745 E. Huntington Drive, Duarte, Calif. 91010 (213) 359-9271

SHORT TRACK SCENE



Top: Looks awful, but shucks, it don't hurt. Middle: Trophy dashers Rick Woods (30), and Paul Wilde shared the rewards of victory. Bottom: K. Mashburn (35x), won the 250 Championship on a new Greeves.

SOUTH GATE RACEWAY CHAMPIONSHIP

THURSDAY night, October 27th, saw the short track championship decided at South Gate with some of the top name riders in ACA dirt tracking fighting for the top. Paul Wilde was outstanding in both the 50cc main and the 100cc classes. He went home with the greatest share of the gold.

Paul has just built a brand new JAP-type frame for his 100cc Yamaha. It looks as if this is the answer for South Gate. The machine seemed to handle better and accelerated quicker out of the corners than the rest of the equipment.

Rick Woods returned after being away for a month with a broken collarbone and captured the 250cc trophy dash.

In the 250cc B Main, a new rider just up from Peru and riding his second flat track event in the United States, Coco Campbell on a Honda, was the winner, followed by Jim Connolly. Connolly led the B Main for the first three laps and Coco had been running in fifth spot but worked his way through the pack to take the win.

The last event at South Gate was a little disappointing. For some reason, the water truck mysteriously disappeared and the dust cloud could be seen for several miles. At first, it was thought the event would have to be called because of the danger of the riders not being able to see each other, but after the practice session, most of the loose dust had been blown away, the course developed a cushion and the dust was very light.

(Results on page 16)

Long Beach

11747 E. Carson
860–1354

5105 Atlantic
423–1433

4328 E. Anaheim
439–0943

341 W. Pacific Cst.
591–1301

HONDA

DYNA-MITES HARE SCRAMBLES

By Dick Wright

Sunday's race was typical of all the desert events held in the Hi Vista area, as you were riding in powdery sand which you could not see through unless you were one of the leaders. The terrain is very fast if you have the guts to turn it on, get off the course and stay out of the dust, but this can get a little hairy since the side trails are not danger marked.

The Dynamites had a perfect banner start in fast open territory for the 210 Open Class riders who would be making two loops on a thirty-five-mile course.

If the riders thought the start was fast, they hadn't seen anything yet as they were heading for a seven-mile straight salt falt run, which is just like Bonneville without the benefit of proper gearing and tuning which caused a few bikes to die by the wayside.

Price Pushes Preston

Gary Preston, #38 Open Expert on a Triumph, moved right up to the front at the smoke bomb but was pushed by Reed Price, #25 Open Expert also on a Triumph, most of the fifteen miles to the dry lakes. This created an all-out drag on the dry lakes between Preston and Price which was won by Price. Preston was able to pass him in the boon-docks, a couple of miles from the dry lakes, and had a good lead at the first gas check which he held for the entire second loop. Gary came in for a solid win, turning the seventy-mile course in one hour and forty five minutes to lead a contingent of nine Triumphs to the finish line. The second man in was Price, who tried desperately to close the gap but didn't quite make it, arriving at the finish line approximately one minute behind Preston.

The third and fourth finishers were also dueling it out on the Bonneville-type dry lakes with Bob Arison, #80 Open Expert on a Triumph winning out over Doyle Fields, #204 on a Triumph, who received 1st Open Amateur. The first 250cc bike in was a Bultaco ridden by Bill Messer, #100x. Bill held his position throughout the entire two loops which shows that he really had the Bultaco tuned right to be able to keep up that pace.

Most of the riders agreed that the course was very well limed and safety-marked, especially going across the dry lakes where the Dynamites had placed orange pylons to mark the course, but many felt they had enough of the dry lakes since most of the desert bikes are not set up for flat-out top speeds.

The Dynamites are to be congratulated for the efficient manner in which they handled their run. Everyone was able to get a good day's racing in and still have plenty of time to get home early and start tuning for the next race.

Trail Bike Class

The Trail Bikes started 15 minutes after the Open Class, and went one 35-mile lap on the same course that the big bikes used. The winner, Jack Morgan, #13 on a Hodaka, had moved up into the big-bike riders and was running about 140th when he came over the finish line of the trail bike class. Jack has been one of the most consistent winners of this class, and has lead in the point standing of over 400 points.

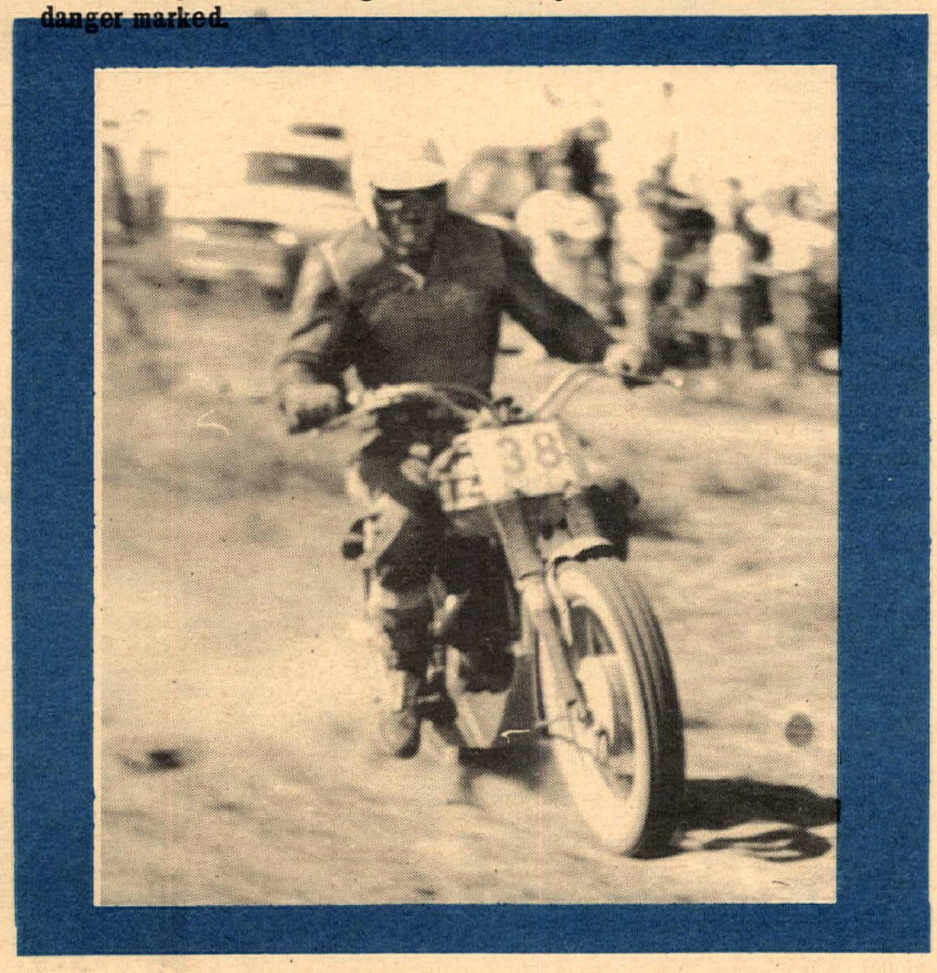
The second man in on a Honda went by us so fast that we couldn't catch his number. There was quite a duel between Norm Benham, #301 on a Hodaka, and Pete Foster, #279 also on a Hodaka, with Norm pulling out all of the stops and leading Pete to the finish line by only 100 feet.

The amazing Jan Ditson, using her clean feet-up style, came in for a solid 5th on her Yamaha.

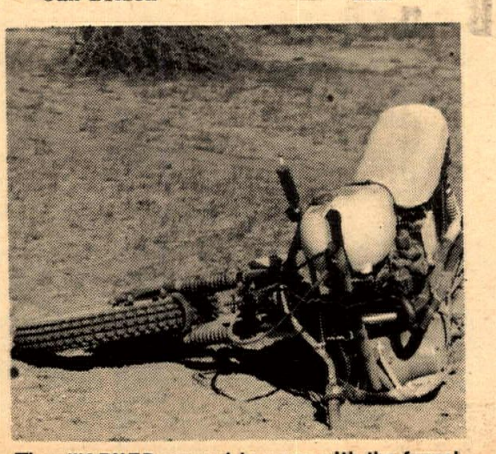
All of the trail bike riders really enjoyed this course, as there were no impossible hills. It's races like this that make you want to come back for more, but we're all praying for rain.

DYNAMITES HARE SCRAMBLES
Hi Vista, Oct. 29, 1966

Gary Preston, Open Exp.	Tri
Reed Price, Open Exp.	Tri
Bob Arison, Open Exp.	Tri
Doyle Fields, Amateur	Tri
Bob Ferro, Open Exp.	Tri
Steve Kirk, Amateur	Tri
Howard Beach, Amateur	Tri
— — —	Tri
Jeff Foster, Amateur	Tri
Bill Messer, 250 Exp.	Bul
TRAIL BIKES	
Jack Morgan	Hod
— —	Hon
Norm Benham	Hod
Pete Foster	Hod
Jan Ditson	Yam



Above: Gary Preston, THE WINNER! Above right: Bill Messer, first 250 rider in. Right: Jeff Wright, on his flying machine. Below: Reed Price, 2nd man in.



They WARNED you not to mess with the frame!

BSA OPEN HOUSE

On September 17, 1966, BSA Motorcycles-Western held an open house in their new million-dollar building at 2745 E. Huntington Drive, Duarte, California. Mr. E.W. "Pete" Colman, Vice President and General Manager, greeted over 800 people and presided at the informal gathering. Tours of the sparkling new facility, dedicated by Lord Snowden in November of 1965, were conducted, after which refreshments were served. Each of the ladies received an orchid, and the gentlemen were presented a small replica of the trowel used by Lord Snowden at the dedication.

BSA-Western is certainly to be congratulated on their plant which utilizes the most modern methods available in their office, warehousing and processing departments, in keeping with the constant growth and popularity of the BSA machine.

RATES: $50 per year (50 issues) for each single business listing. Payable in advance

Dealer & Services Directory

CENTRAL Los Angeles

BIG CITY SALES, 714 W. Florence, Los Angeles 752-6723. New & Used M/Cs. Complete machine shop. Small & large cylinder boring. M/C Parts & Accessories.

See Tex Bryant – CROWELL CYCLE SHOP for Matchless, Hodaka, Bultaco. 10427 Perry Ave., Inglewood. OR 3-9573.

CRENSHAW HONDA, THE Downtown Honda Dealer. Very complete parts and service depts. All makes used bikes, free delivery. Across from Crenshaw Shopping Center. 4132 Crenshaw Blvd., Los Angeles. (213) 292-0478.

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

C-B MOTORS– Bultaco sales. We service all makes. Villiers spares. Trail, street or sports, we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756-1669.

ORANGE COUNTY

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ORANGE COUNTY'S TWO STROKE HEADQUARTERS–Sales and Service. White Sport/Cycle Center, 2707 West First St., Santa Ana, Calif. Code 714–547-8783. Exclusive White Sport/Cycle Dealership. Servicing all makes.

HERB FRIEDLANDER IMPORTS – Orange County's largest Honda and Triumph dealer. We service what we sell. 13750 Beach Blvd., Westminster. 893-7566 or 430-4448.

ROBERT M. LAW M/C SALES & SERVICE, 239 N. Anaheim Blvd. (formerly Los Angeles Street) Anaheim, (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

NORM REEVES – ANAHEIM, 224 N. Anaheim Blvd. 535-3647. Orange County's biggest Honda-BSA-Hodaka-Bultaco dealer. Complete parts and service dept.

ROY'S MOTORCYCLE SHOP, 12461 Westminister, Santa Ana. "Orange County's oldest established Honda dealers." Honda, Triumph, Montesa. Telephone (714) 531-0742.

IRV SEAVER MOTORCYCLES – BSA, BMW, Suzuki, Vespa Scooters, Cushman trucks. 2402 No. Main, Santa Ana. Tel. 542–8691.

NORTHEASTERN L.A.

CRESCENTA VALLEY SPORTS CYCLES, 3629 Foothill Blvd., La Crescenta. 248-2291. Yamaha, Hodaka, Montesa, Kawasaki, Sales and Service. Speed equipment, complete insurance, 100% financing.

SUZUKI MONROVIA, Monrovia's only Hustler outlet! Drop by for a cup of coffee in our air-conditioned showrooms. Open 8 am 'til 9 pm Mon. thru Fri., Sat. 9-6. Closed Sunday. 147 E. Foothill Blvd., Monrovia. (213) 358-2511.

KOLBE CYCLE SHOP, 22420 Del Valle, Woodland Hills. DI 8-7865. Your friendly neighborhood dealer for BSA, Honda and Bultaco. Complete parts & service dept.

MASON MOTORS, TRIUMPH-YAMAHA. Complete Insurance program for all makes and models. Complete sales-parts-service. Open 9-6, Tues., Wed., Thurs., and Sat. – 9-9 Fri., 3360 E. Colorado Blvd., Pasadena, (213) 795-0267.

MILNE BROS. INC. – 1941 E. Colorado St., Pasadena. Specialists in accessories for BMW - Yamaha - BSA - Puch. Parts for all makes. Distributor for Beck accessories and importer of Puch motorcycles. 793-5153.

S. E. CHUBBUCK H-D SALES – Home of the Road Riders. "We Specialize in Personalized Service." 1361 E. Walnut St., Pasadena. (213) SY 2-1300.

SPORTS LIFE (Roehr Bros.) 341 N. Glenoaks Blvd., Burbank. 842-4847 or 849-4921. U.S. Distributor for Van Tech motorcycles. Ducati, Norton, Matchless, Hodaka, Royal Enfield, James, Vel., Yamaha, OSSA, Montesa. Open 7 days a week 9-9.

SPORTS MOTOR SALES– 420 So. Brand Blvd., Glendale. 243-1704. S.I.S. Motorcycles – wholesale – retail – riding and racing accessories.

EASTERN L.A. Area

A. J. LEWIS – 400 S. Atlantic Blvd., East Los Angeles. 264-0544. Complete machine shop. "If you want it special, we make it special." Triumph and Yamaha.

BELLFLOWER MOTORCYCLE SHOP INC. 9135 E. Compton Blvd. (2 blocks East of Lakewood), Bellflower. 925-5093. "We emphasize service." Triumph, Yamaha, Rabbit.

BALDWIN PARK CYCLE SHOP–Norton, Ducati, Royal Enfield, Suzuki, Matchless, Ossa. Full line of parts and accessories for all models. Best service dept. in town. 14845 Ramona Blvd., Baldwin Park 337-0604. Open 9 til 7:30 Mon. to Sat.

CITY CYCLE CENTER– 8421-23 Rosemead Blvd., Pico-Rivera, ph. 861-4139. Triumph and Yamaha sales and super service. Skip Clark, proprietor.

JOHNNY GIBSON MOTORCYCLES INC. 901 W. Whittier Blvd., La Habra, phone 691-2661. Competent sales and parts. Service for all makes. Triumph, Yamaha, Bultaco.

ED KRETZ & SONS CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Triumph, Honda, BMW and Suzuki. Complete parts and service. Expert tuning and mechanical work.

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714/879-8252 or 213/691-3104. "Service is our middle name". BSA, Honda, BMW.

JENKINS SPORT CENTER, Norwalk Area's exclusive Yamaha Dealer. Complete service for all makes. Open Sun 1–6, week days & Sat. 9–6. In Norwalk at 13200 San Antonio Dr. at Santa Ana Fry. (213) 868-9997.

MACKLIN'S MOTORCYCLE SERVICE– 11675 E. Firestone, Norwalk, 864-7468. Hodaka sales and service.

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NORM REEVES–DOWNEY, Honda–BSA–BMW–Bultaco. Downey areas only BMW Dealer. Complete parts & Service Dept. 9536 E. Firestone Blvd. 869-0600.

HONDA OF TEMPLE CITY, 9228 E. Las Tunas Blvd. Temple City. AT-75949. Honda and Greeves for the Northeastern area. Parts galore and service too. Show room open Mon. thru Sat. 9-6. Shop open Tues. thru Sat. 9-6.

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NORTHWESTERN L.A.

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BUD EKINS MOTORCYCLES in Sherman Oaks. 14460 Ventura Blvd., telephone 872-2110. "Buy from Bud." Triumph & Honda.

INTERNATIONAL MOTORCYCLE COMPANY, 7233 Canoga Ave., Canoga Park. Phone 346-3700, 1000's of used parts. Cylinder reboring. Triumph, Yamaha, Hodaka.

KOLBE CYCLE SHOP, 7514 Reseda Blvd., Reseda, 345-8678. Your friendly neighborhood dealer for BSA, Honda, and Bultaco. Complete parts and service dept.

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NORM REEVES – PARAMOUNT. Honda, BSA, BMW, Bultaco, Hodaka, Los Angeles area's BIGGEST dealer. Mail order Parts dept. Huge Service Dept. 15745 Lakewood Blvd., ME 0-4313.

S&J HARLEY-DAVIDSON – 16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selection of new and used motorcycles. Mail order parts both new & used.

SOUTHERN L.A.

ARTESIA CYCLE CENTER – Suzuki, Hodaka Sales – Service all makes, speed tuning, 12539 E. Carson Blvd., Artesia. (213) 860-1314.

FLOYD BURK MOTORCYCLES, 15514 So. Atlantic Ave., Los Angeles, NE 9-4520. Honda, Matchless, Norton and Ducati. Everything in parts and accessories. Finest service anywhere. Come on in and see. Open 9-6, Mon. thru Sat.

DALE BROWN MOTORCYCLES, 2441 Long Beach Blvd., Long Beach. 427-8941. Ducati, Norton, Bultaco & Mustang. Complete parts & service. Ask about our discount club.

CUSTOM CITY SPORTS CENTER. Rental–Sales & Service. Yamaha, Minnibikes, Totegoats, Motorcycle trailers, Custom acces. See us before you deal. We buy, sell, and trade. 15721 S. Atlantic, Compton, Calif. (213) NE 6-1957.

CYCLE CITY – Dealer for Suzuki – Royal Enfield–Gilera–Bennelli. Custom racing machines built to spec. Complete Machine Shop facilities to serve you. 2142 Long Beach Blvd., Long Beach. (213) 591-1389.

HARLEY-DAVIDSON OF LONG BEACH. 3654 Long Beach Blvd., 426-7101. Harley-Davidson dealer for the Long Beach Area. Full line of parts and accessories for both Road and Competition riders. Top quality service in our fully equipped service department. Open Tues. thru Fri. 8-6, Sat. til 5.

LONG BEACH HONDA #4–"The biggest and the Best." Honda–BSA. Complete sales, parts, and service. Open 7 days a week 9 til dark. 11747 E. Carson Blvd. Lakewood. Phone 860-1354.

JOE KOONS SALES & SERVICE – BSA, BMW, Suzuki and Vespa. Full line of parts and accessories for all makes. Large quality service department fully staffed with trained mechanics. Bring in your bike and see what we can do., 1350 East Anaheim, Long Beach. 437-1359 open Mon. thru Sat. 8-6.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Phone 770-0603 or 323-8314. Beginners private training course, free riding instruction. Monthly fun ride during riding season. Come in or call for full information.

JENKINS SPORT CENTER, Yamaha Dealer for Long Beach Area. Near top of Signal Hill. We service all makes. Also open Sundays 9-6. In Long Beach at 2620 E. Pacific Coast Hwy. (213) 433-9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Highway, Long Beach. 436-0158. "Best service available, specializing in tune-ups." Triumph, Yamaha, Ducati.

SOUTH BAY HONDA, 1212 S. Pacific Coast Hwy., Redondo Beach. SELF-SERVICE PARTS DEPARTMENT, bank financing. Open 9-9 six days a week. Phone 378-9257.

TELL THEM YOU SAW IT IN CYCLE NEWS

WESTERN L.A.

JACK BALDWIN MOTORCYCLE SALES "We stock the Parts and service what we Sell." 2705 Pico Blvd., Santa Monica. Phone EX 4-7365. Matchless, Hodaka, BSA, Duc. Greeves, Royal Enfield, Nort.

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood. OR 3-9573. Matchless, Hodaka, Bultaco. Complete parts & Service for all makes. Open 6 days 9-7.

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POSSMAN SCOOTER & CYCLE CO. – New and used sales. Parts and service for Bridgestone, Kawasaki, Gilera, Ossa, Vespa, Lambretta and Rabbit. 2701 Pico Blvd. (27th St. & Pico Blvd.), Santa Monica, Calif. 392-1723.

ONE STOP CYCLE SHOPPING– Authorized dealers for Honda, Triumph and Greeves. Sales, service, parts & insurance.
Bill Krause Honda-Triumph, 1257 So. La Brea Blvd., Inglewood. 678-5035.

INGLEWOOD HARLEY-DAVIDSON 901 No. La Brea Blvd. (1 block south of Centenela) Authorized Harley-Davidson dealer for the Inglewood area. Specializing in Road riders accessories and parts for all models. Fully equipped service department with factory trained mechanics. Open Tues. thru Sat. 9-6. Call 671-7609.

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SAN BERNARDINO

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SAN DIEGO

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CORONA

CIRCLE CITY CYCLE CENTER-Honda -BSA & Bultaco. Just down the freeway for both Riverside and Orange County. Complete parts and Huge Service Dept. Speed tuning Specialists for Honda. Take Corona turn off to Walnut (first street) across freeway to 525 Maple St. (714) 735–4101 Corona.

CORONA MOTORCYCLE CENTER-Honda, Triumph & BMW. Centrally located for Orange and Riverside counties. Just down the road from Prado Park. 620 N. Main at Riverroad (714) 735–5600 Corona.

BARSTOW

Say "Hi" to Hank and Solo Suzuki at the DESERT CYCLE CENTER, 1600 W. Main St., Barstow. The friendliest shop and only Cycle News dealer in Barstow. If your name was in the last issue get a free copy from us. Mon. thru Sat. 9 a.m. –6 p.m. Tel. 256-2489.

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MOTORCYCLE SERVICE CENTER, BULTACO-HODAKA. We Service ALL motorcycles. Complete machine shop for custom work. 220 E. Huntington Dr., Monrovia. Open 6 days, 8-6. Neil Fergus and Gary Griffin, Props. (213) 357-2274.

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JIM'S CYCLE SHOP "Used parts Headquarters in the west." We buy and sell used M/C parts, custom tanks and wheels. Chrome exchange. Used M C's Sales & Repairs. Batteries & tires. 15 years same location. 11155 Atlantic Avenue., Lynwood, Calif. NE 2–4298.

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76 CYCLE BUSINESSMEN CAN'T BE WRONG (They use the CN Dealer Services Directory. Why don't you?

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WASHINGTON

BAKERSFIELD

INDUSTRY SHOWCASE

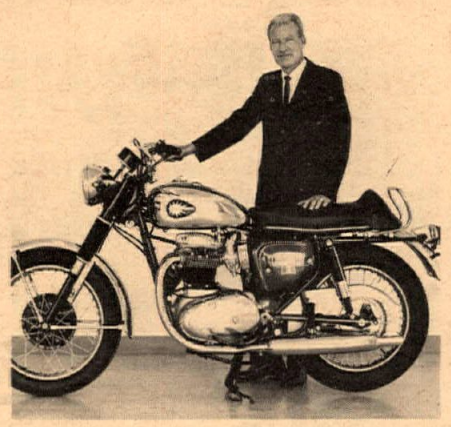
NEW POSTER ADVISES SAFETY

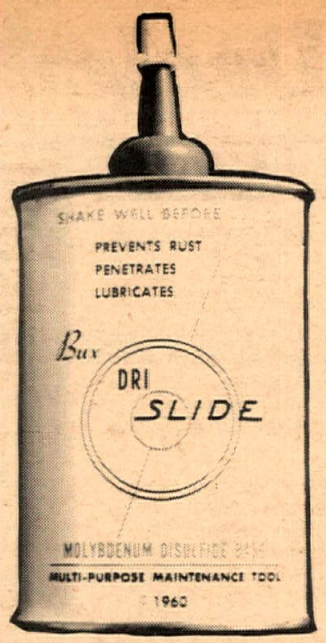
In the midst of the continuing wave on motorcycle safety, Buco Products, a Division of American Safety Company, has produced an attractive wall poster pointing out important factors of cycle safety. Thousands of these posters are now being distributed to motorcycle stores throughout the nation. Posters are available, no charge, to any dealer who may not have received one, by writing a postcard to: Buco Safety Poster, 2400 Fisher Building, Dept. CN, Detroit, Michigan 48202. Additional posters will be sent on request for safety clinics, cycle shows, and any public event where cycle safety is featured.

BSA PINS HOPE ON JOE

The gentleman offering the B967 BSA 650 in the photograph is none other than Joe Hope, who after only six months in the motorcycle business has risen to the responsible post of Sales Manager for BSA-Western of Duarte.

Cutting his teeth on the two-wheeled phenomenon after a sterling record in the boat business, Joe served as Sales Manager for Long Beach Honda stores before filling the long vacant post at BSA-Western.





NEW CHAIN LUBE FOR DESERT CONDITIONS – DRI SLIDE

Silent Sam Simpson, who looks like every kid's idea of a cowboy marshall, is the proprietor of Simpson Motors, 5475 San Fernando Rd. West, Los Angeles 39. Sam is the distributor to see in the west for Judson ignitions and Francisco fuels and oils. Last week he added a new product to his small, high quality line. Called Dri-Slide, it is a lubricant that "plates" friction surfaces with dry molybdenum disulfide "leaving a dry, slick surface that will not attract dust. This film will last many times longer than that of conventional oils," the can says. Sam points out that it is just the thing for lubricating chains, etc. in dusty riding areas. Write to him for details, prices, etc.

SCORPION JACKET MAKES THE SCENE

We singled this racer jacket out of the extensive catalog of motorcycle clothing offered by Dewan, "The largest manufacturer of modern speed apparel," because it seems to be just right for ... well, for modern speed.

Designated the "Scorpion" in honor of Montesa's new street-sports 250 model, the windproof jacket features deep zip pockets, West Point collar and elastic cuffs.

Most striking feature is the white racing stripe that runs from front to back over the left shoulder.

Available with neat pocket emblems showing your favorite brand, the jackets come in blue, black or red. Write to Dewan, Dept. CN, Box 2606, Milwaukee, Wisconsin for retail prices and dealer deals.

Kretz Growth Typifies Industry

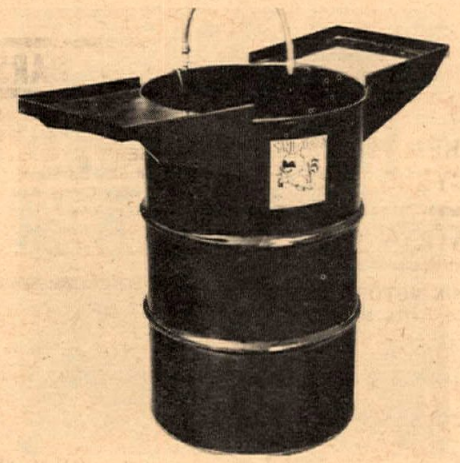
"Straight on up" seems to be the direction that the motorcycle industry is heading. A good example of progress is the way some of the better, long-established motorcycle dealerships have been growing lately.

Photo at left shows Sr. and Jr. Kretzes posed before their Triumph, Ariel, Cushman shop in 1950's.

Next picture shows the Kretz Emporium of Cycle Delights as it is today, having expanded into a new building at the same old location, only double the size.

Eddie and Ed Kretz were inside their new offices and salesroom, making delivery of 1966 Triumphs, BMW's, Hondas, etc. and shipping huge lots of Pirelli Tires from their new warehouse up the street when the modern picture was taken.

Unique in the interior decor is a wall size mural of a wooded, deserty landscape, onto which have been pasted cut out snapshots of local riders.



"SANI-KLEEN" PARTS WASHER

The Industrial Division of Crower Cams and Equipment Co. have announced the immediate availability of the Sani-Kleen Parts Washer. A new concept in parts cleaning, the Sani-Kleen takes only 4 square feet of floor space.

This self contained unit is complete and ready to plug in. Crower claims that this fully guaranteed unit will clean all small parts and is heavy enough to handle cylinder heads etc.

The Sani-Kleen incorporates the "flow cycle" principle of cleaning rather than soaking. A constant stream of Stoddard Solvent is delivered through a flexible hose directly onto the parts. Stoddard Solvent is readily available at all local sources.

The list price of $99.50 includes two brushes, a parts tray, and all other parts necessary for operation. An additional parts tray may be ordered at $15.00 list price.

A foot switch option is available leaving both hands free, list price of the foot switch is $15.00.

The manufacturer claims that the Sani-Kleen is now in full production and that they can ship from existing stocks.

Write to Crower Cams & Equipment Company, Dept. CN, 3333 Main Street, Chula Vista, California 92011.

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2nd SCRAMBLES FOR ISLAND CLUB

The C.C. (Cycle Courtesy) Motorcycle Club of Hickam Air Force Base, Hawaii held the second scrambles at their brand new track near Honolulu Sunday Oct. 12. Approximately fifty entrants were separated into four classes; 100cc, 101, 200, 201, 300 and open class with several mixed heats for consolation and hard-luck prizes. A total of 22 trophies were awarded.

The first open heat was marred by a mid-air collision on one jump which caused one rider to lose control and veer into the spectator area. A small child was bumped and the rider took a hard fall. Both were rushed to the nearby Hickam AFB Dispensary where the kid, after a medical examination, was released to become the hero of his set. The rider suffered some severe road rash but will be back on the track for the next race.

Now that the track is in shape, C.C.M.C. plans to make scrambles a bi-weekly event throughout the year. Hawaii has no "off" season for racing. Two local merchants, Montgomery Motors and Wholesale Motors, have donated a Harley-Davidson and a Kawasaki respectively, to be awarded to high point winners in upcoming races to encourage competition. Also planned in the near future are a field meet and a *concourse de elegance* for motorcycles.

WINNERS

TROPHY DASH
Rodrigues BSA

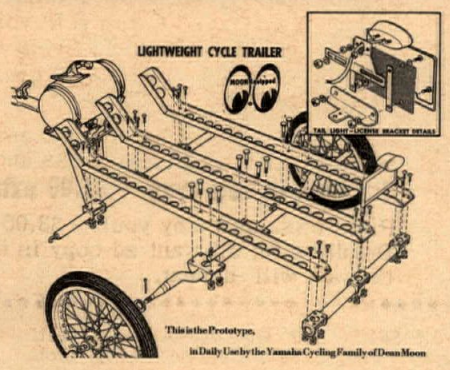
0-100
1. Paris Hon
2. Dominico Yam
3. Whitney Hon

101-200
1. Hopai Kaw
2. Silvester Tri
3. Powers Kaw

200-300
1. Travis Hon
2. Garero Tri
3. Cobra H-D

OPEN
1. Travis Hon
2. Felix Kaw
3. Rodriguez BSA

MAIN
1. Hopai Kaw
2. Garero Tri
3. Felix Kaw



MOON BIKE TRAILER NOT FOR EVERYONE

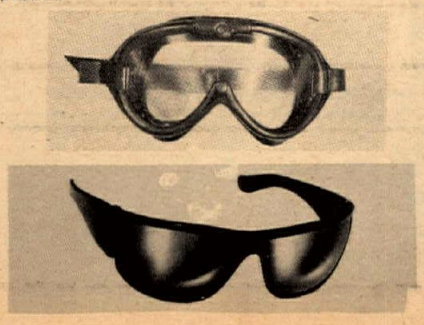
When Dean Moon makes something, he does it up right. So when The famous hot rod speed equipment maker of "mooneyes" fame decided that he needed a trailer to haul his three funbikes behind his sports car, he designed a dandy. Using alloy cycle-type wheels on a tube axle with chrome moly and alloy parts, Moon laced up the lightweight cycle trailer shown here. Of course it worked beautifully and so Dean made a few copies to sell in kit form.

The Moon trailer is the kind of two-wheel hauler you can hitch to a Jag XKE and they kind of go together, like Rolls and Royce. For information about this versatile sportscar accessory, write to Dean at Moon Equipment Company, 10820 S. Norwalk Blvd., Santa Fe Springs Zone 73, California.

BUCO RIDING, RACING SUPPLIES

When it comes to head protection, "you pays your money and you takes your choice" as the old saying says. For $49.50 you couldn't hardly make a better choice than the new Buco Resistal GT helmet with "dazzling finishes in lustron red, blue, or gold." Buco doesn't talk so much about the research that went into making their helmets safe against concussion as well as skull fracture. Buyers want to hear about style these days. Style the Resistal has, but the product of their research still goes into each hat. For our money, they're best.

Need goggles? Everybody does, and these rubber framed, rubber strap eye protectors by Buco are worth recommending. They cost $3.95 with clear or green replacement lenses available for 70¢ each. Here's a tip, cut the top off a green lens and snap it in over a clear lens goggle for a good glare shield above and clear vision below. Or, if you are in the market for sunglasses, check the new "Sportglas" with wraparound shatter-proof lenses for $1.98.



By Roxy Rockwood

THE FINISH LINE

Three days and nights of racing last weekend and a double-header coming up this weekend makes for a lot of racing at the tailend of the season. This time around the half-milers take their final warmup for the last night half-mile of the season a week from now on November 11th. The TT riders have their big one of the season with the California state TT championship this Saturday night at Ascot.

Mel Lacher won his first half-mile of the season last week with a most impressive ride. The San Diego good guy has been knocking on the door for weeks and is now favored to win the final two events of the year.

Lacher and that potent H-D are a winning combination in anybody's book when Mel is really turned on. Tanner, White and Haaby will have a rough road the last two weeks with Lacher and backed up by Chris Draayer.

The state championship half mile on the 11th will be a BSA vs. H-D all the way in what could be the best event of the year at the local speed path.

Mulder Moving

Eddie Mulder jumped back into the winner's circle at San Gabriel Raceway last Saturday night and again took the point lead away from Gene Romero for the third time this year.

It was the last night race for San Gabriel for the season so the Ascot title race this Saturday night could well decide the point title between these two top riders. A win by either rider will give them the title.

Short Track Successful

The short track last Sunday, a first for Ascot, found the riders all liking the track, hard and damp, and wanting more. We would still like to see the top oval riders run that short course on the lightweights at night with the track in full bore cushion condition.

TV Time

If you can't make it down to Ascot this Friday night then tune in on your TV set at 8:00 p.m. and pick up most of the show, in color, on Channel 5. They will show everything but the "B" final.

Novice riders such as Marty Mac Donald, Mike Morton, Mike Lithicum and most of all, Jim Odom, gave the well known experts a long afternoon and a hard way to go.

The Long Beach indoor races are just around the corner and promoter Don Brymer has narrowed the opener down to a one day and night affair over the original two day event. The entire action will take place on November 19th, a Saturday, with practice all afternoon and the races going at night.

The original idea was to run two nights but this was changed in favor of the annual victory banquet that will be held on Friday night, November 18th at the Gardena Elk's Lodge.

At this time all the top riders from all types of AMA racing in the area this past season will pick up their trophies and point fund money. The fund continues to keep growing by leaps and bounds with money going to the fund from three more races last week and two more this coming weekend. There are still two more half-mile races and a TT to add to this king size fund that was started at the beginning of the season for all AMA events.

New Indoor Class

A reminder to riders with machines of 100cc's and under that there will be a special class this year at the indoor short track races for bikes of this size.

The afternoon practice on the 19th is for any and all riders; you don't need a professional license to practice—just to race.

DISTRICT 37 AMA RACING BANQUET NOVEMBER 18th

The annual victory banquet honoring all of the top professional racers in the area will again be held this year at the Gardena Elk's Lodge on 162nd St. and Western Ave.

The banquet will be on Friday night, November 18th at which time all of the top point riders in the half-mile, TTs, quarter-mile and road races will receive trophies, awards and, most important of all, the point fund money that has been building up all season long.

The banquet will be open to the public with dinner, dancing and two bars open the entire evening.

All riders who have competed at Ascot, Carlsbad, Long Beach Arena and San Gabriel Raceway are cordially invited to attend this once a year affair that pays honor and recognition to the area riders and champions. Friday night, November 18th. Tickets will be available at the door.

PETTIGREW PLAYS!!!

"All work and no play..." to show that Cycle News contributers are not all business, ace photographer Bill Pettigrew indulges in a bit of fun riding at Big Bear on a day of fun riding by Bill and a few of his bike buddies.

$2
25 words

WANT ADS

Ads offering anything to give away or trade - FREE

$1
10 words

TREASURES AND TRASH!

SELL IT, TRADE IT, DUMP IT OR GIVE IT AWAY!!! Through the Want Ad section of Cycle News, you'll reach the guys and gals who are interested in the stuff that might have been the object of your dreams a few months back.

Now is one of the few times that anyone will ever give you something for nothing. If you want to trade or give something away Cycle News will run your ad for free providing it is ten words or less.

Got some kittens you want to unload on some poor, unsuspecting fool? Want to give away your mother-in-law? Do you have a forty-year-old wife that you're willing to trade for two twenty-year-olds? Put it in ten words or less and Cycle News will run your ad for free.

Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

NEW WANT AD RATES

10 words or less, plus address and telephone number -- $1.00.
25 words or less, plus address and telephone number -- $2.00.
Headline in bold type -- $1.00 extra.
Picture (supplied by you) -- $3.00 extra.
Deadline for all want ad copy is noon, Monday of the week in which the ad will appear.

PROGESSIVE DEALERSHIP FOR SALE

Centrally located in the Fastest growing area in the U.S. (Orange County). Must retire due to poor health. Good show room and large outside display area. Service Dept. that is fully equipped. Will consider any reasonable ofer. Write to Box S, % Cycle News, 6477 N. Long Beach Blvd., Long Beach, California.

ALL NEW G85 MATCHLESS 300 lb.-500cc single. Ace Bike Shop, 1100 E. Artesia Long Beach, Calif.

EXPERIENCED BSA MECHANIC NEEDED

Large modern shop, top wages and benefits. Apply in person to Jay Tullis, South Bay Honda/BSA, 1212 Pacific Coast Highway, Redondo Beach, Calif.

'64 H-D XLCH low mileage, original stock condition $1095.00. Phone 322-1606.

FOR SALE—1956 Triumph scrambler 650cc 20 hr. on 1961 engine, A-1 cond. See to appreciate. Fantastic buy at $450.00. Phone: 213—968-1167.

SUZUKI MECHANIC NEED

Good opportunity for experienced man. 4 cycle exp. helpful. Call Sunday 249-3410.

HONDA S90 Front fork assembly, with wheel, tire, and brake. $40.00. Phone: 353-0866.

Have 8 wheel assemblies 16—17—18 in. Also basket of Honda 150cc parts and 50cc 4-spd. engine partially disassembled. Trade for ? Phone: VE 9-0635.

WILL TRADE—Movie Camera found at Checker Chase for the complete description from the owner. Call 375-2727 or write: Rt. 1 Box 584, Ridgecrest, California.

'66' BSA 650cc Hornet less than a thousand miles $895.00 incl. lights, tach, license. Ph. HO 4-5865.

Cal-Leathers 1 piece, almost new for 5'10"—6' rider 150—165 lbs. $40.00. English racing gloves $5.00, Helmets (4) Bell & Daytona $15.00, case of 40 wt. casted "R" $20.00. Phone: HO 5-0289.

MONTESA '66 1200 mi. extras $375.00. Can finance. Phone: HO 5-0289.

DUCATI 175cc extras $225.00. HO 5-0289.

NORTON & SIDECAR 500cc single, desert rig $100.00. HO 5-0289.

'63 PICK-UP ½ ton Ford long bed, excellent $775.00. Can finance HO 5-0289.

HONDA RAIN SUIT $10.00. Leather jacket $5.00. Phone: HO 5-0289.

1966 TRIUMPH 500

Brand new, just assembled from shipping crate, less engine/gearbox. Perfect for updating older bike $575.00. Steen's, 1635 W. Valley Blvd., Alhambra, Calif. 283-8229.

CERIANI FORKS & REAR UNITS

You've heard about 'em—we've got 'em! Units for street, scrambles, road racing, desert, lightweight, dragsters. Literature now available. Steen's, 1635 W. Valley, Alhambra, Calif. 283-8229.

Near New '66 BULTACO SHERPA 175 $625/offer. 693-5607 (Whittier).

DRAFTED—must sell 1966 Suzuki X-6. Xlnt. condition. (714) 827-7464.

DRAFTED — 1965 Hodaka desert or TT, twenty-four mm carburetor, chrom-alloy crankshaft. Factory portiming, expansion chamber, fork brace. Plus all original equipment. Excellent condition, and very FAST! 10753 Fuerte Drive, La Mesa, Phone: 444-7316.

305cc HONDA HAWK basket job, or a non-runner wanted. Call evenings: 246-8786 or 244-2593.

1966 YAMAHA (YDS-3) scrambler must sell Excellent cond. NE 5-7934 $500.00.

FOR SALE: G.P. Honda S90. Glass seat, tank, fairing, 25mm Delorrto racing carb. racing roller cam, hi comp. piston, alloy rims, racing tires. "Spares" $340. Can be seen at Willow 6th. Tel: 805-962-6769.

1965 Montesa 250cc $500.00. 1964 Montesa 175cc $200.00. Both engines newly rebuilt (374-0737).

ATTN: Montessa owners! Will trade my equity in T100SC for Montessa 175-250 scrambler. 447-8342.

WANTED TO BUY—used Bultaco Metisse—no junk—send information to Bultaco Motorcycle 1053 N. 6th St., Port Hueneme, Calif.

'66 HODAKA, Desert, stock engine, 4 tires, spare parts and plugs. All street equipment, license, girlings, fantastic running and reliability. Want Greeves $300.00. Will deliver. John Hancock, 117 Muir Hall, Cal Poly, San Luis Obispo, California.

HONDA SCRAMBLER 250 immaculate, trade for sharp Ickup or Wagon. GA 6-4038.

1953 FORD Customized Pick-up with 1956 Olds. engine — Hydro-body like new, new tires, excellent condition. $500. Charles Whiteside, Phone 674-0109.

IMMACULATD A-1 condition Bultaco TSS 125, 6 spd., Avons, fairing, Smith's Tach., latest top end, extras: cyl., head, pipe, carb., windscreen, 6 sprkts., 7 ring sets, 3 forged pistons!!, Taco tools. 475-1554 after 6 p.m.

62 TRIUMPH 650 — Desert bike — excellent condition — $550.00. Phone 805-244-2715.

VALLEJO WINNER! Montessa Diablo $450. Bultaco Mettisse — all major modifications $625. Phone: 447-8342.

FREE ADS

TRADE — Hodaka racing bike plus $? For Sherpa S200. Wayne, 463-2574 evenings, La Mesa, California.

TRADE — Leather pants, jacket for Honda sidecar. Call 776-5795.

TRADE — Yamaha 80 Flattracker A-1 cond. w/ street parts, Yamaha 250 J&R heads. Want 3 rail bike trailer, comp. front wheel for Bultaco Metiesse. Phone Mitch 773-8844 anytime.

COMPLETE set Skin Diving equipment. suit, extra tanks and regulators, spear guns, compass, depth guage, etc. and Johnson 5½ Hp out board motor in excellent running condition. Swap for older model HD Ohv 61", will consider others. R.L. Collins, 485-2522.

TRADE—1962 40" Triumph, helmet, leather, boots all extra. For ski boat or ? 221-5083 Roy.

WILL SWAP one 1962 Jawa 557 250 for any small trail bike in fair shape—new goodies in engine and trans.—1966 Lic., C.L. Taylor Jr. 2125 Ralston Ave., Santa Susana, Calif.

HELP! Need 3 or 4 spd. trans. for 3 wheel Mustang. Will trade M/C parts (BSA, Triumph Montessa) for same. Ernie, Phone 447-8342.

TRADE — Beer Bar refrigerator. Holds ½ keg or ¼ keg — for running 50cc or ?? FR 4-2931.

TRADE — 1954 Packard Hearse for 15" Jawa or ? Dick, 757-3285.

TRADE—I have a few wheel assemblies laying around 16—17—18 inch. Will trade for ? Barry Sulkin, 3973 Bentley Ave., Culver City, California.

TRADE—Hodaka racing expansion chamber—and B.M.W. fairing with pinstriping—for Bike Trailer—or leathers for 6'3" rider—call FR 4-2931.

FREE TO HIGH SCHOOL STUDENTS, riding & racing enthusiasts are eligible for free Los Angeles Chapter membership of A.F.M. This is offered to High School students so they may become active and more familiar with European F.I.M. type racing in U.S.A. Contact: Jim Manning, V. Pres., A.F.M. L.A. Chapt., P.O. Box 622, So. Pasadena, California.

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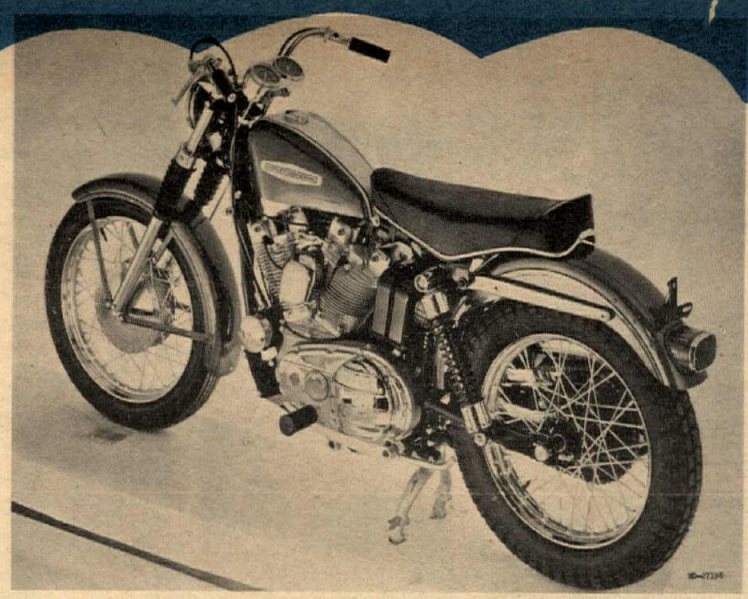

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